

<b>IH 94: USH 41 TO IH 43 (MILWAUKEE COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	980	0.0	1499	980	0	4.75	202	69.5	19.6	36.6	
1-2 AM	758	0.0	1500	758	0	0.56	0	69.8	53.2	42.5	
2-3 AM	581	0.0	1500	581	0	0.54	0	70.0	53.8	43.2	
3-4 AM	794	0.0	1500	794	0	0.56	0	69.7	53.2	42.4	
4-5 AM	1925	0.0	1499	1925	0	2.97	110	68.3	26.1	30.8	
5-6 AM	4070	0.0	1499	1500	2570	16.84+	417	63.0	7.6	30.8	
6-7 AM	5657	0.0	1500	1500	4157	16.36+	417	52.2	7.6	30.8	
7-8 AM	5276	0.0	1500	1500	3776	16.49+	417	54.8	7.6	30.8	
8-9 AM	4433	0.0	1500	1500	2933	16.74+	417	60.5	7.6	30.8	
9-10 AM	4372	0.0	1500	1500	2872	16.76+	417	61.0	7.6	30.8	
10-11 AM	4830	0.0	1500	1500	3330	16.63+	417	57.9	7.6	30.8	
11AM-NOON	5259	0.0	1500	1500	3759	16.50+	417	55.0	7.6	30.8	
NOON-1PM	5441	0.0	1500	1500	3941	16.44+	417	53.7	7.6	30.8	
1-2 PM	5825	0.0	1500	1500	4325	16.30+	417	51.0	7.6	30.8	
2-3 PM	5594	0.0	1500	1500	4094	16.38+	417	52.7	7.6	30.8	
3-4 PM	5745	0.0	1500	1500	4245	16.33+	417	51.6	7.6	30.8	
4-5 PM	5626	0.0	1500	1500	4126	16.37+	417	52.4	7.6	30.8	
5-6 PM	5183	0.0	1500	1500	3683	16.52+	417	55.5	7.6	30.8	
6-7 PM	3973	0.0	1500	1500	2473	16.86+	417	63.7	7.6	30.8	
7-8 PM	3221	0.0	1500	1498	1723	16.96+	416	66.8	7.6	30.8	
8-9 PM	3087	0.0	1499	1497	1590	16.94+	416	66.9	7.6	30.8	
9-10 PM	3095	0.0	1499	1499	1597	16.94+	416	66.9	7.6	30.8	
10-11 PM	2605	0.0	1500	1498	1107	16.79+	411	67.5	7.6	30.8	
11PM-MID	1978	0.0	1500	1500	478	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

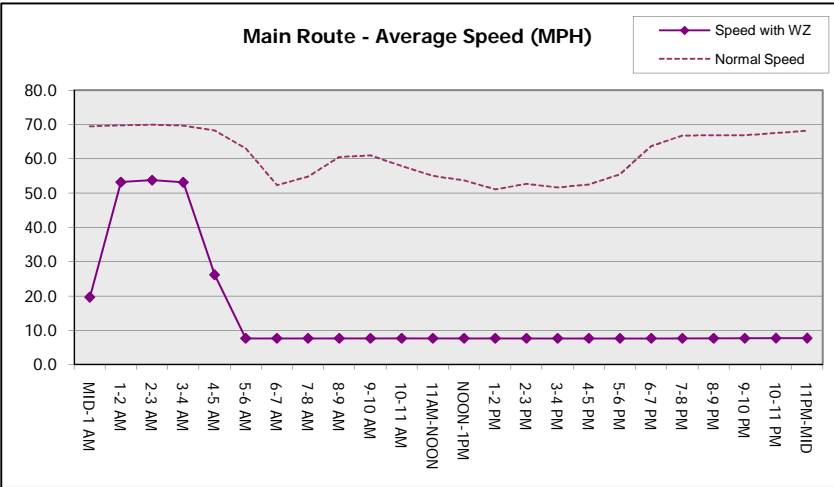
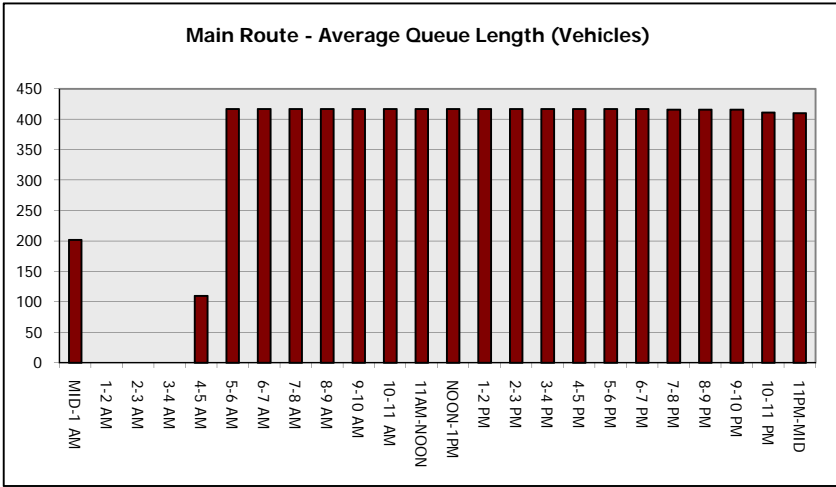
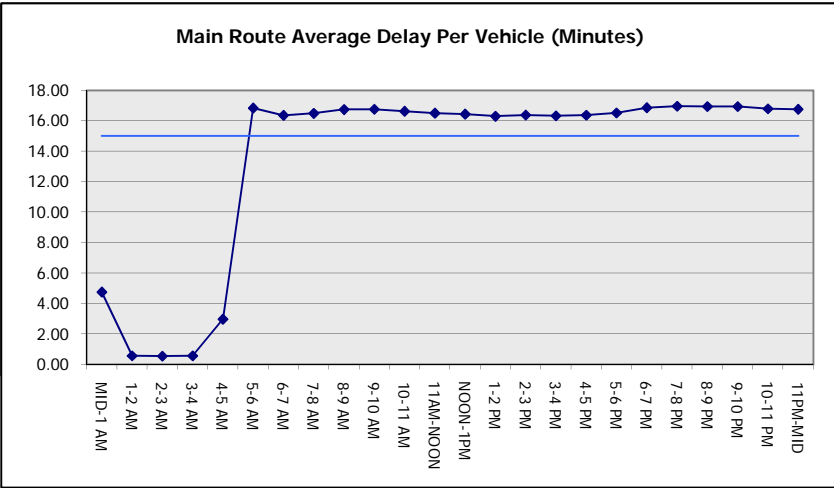
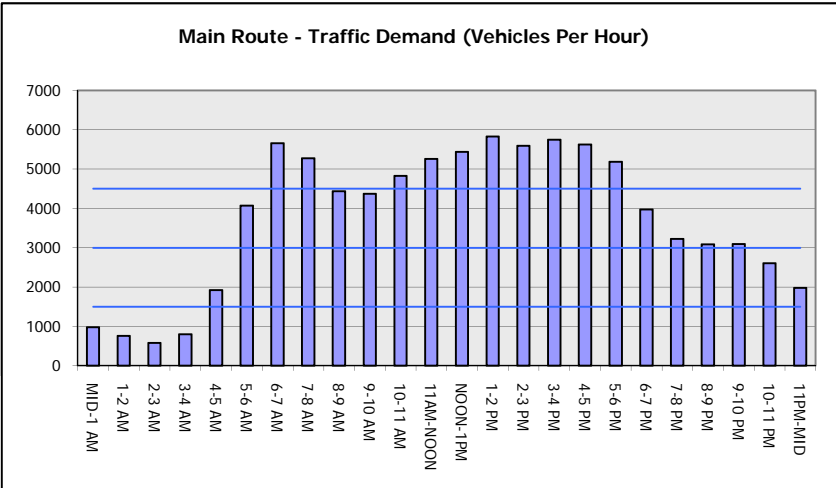
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0302
MAIN ROUTE WITH WORKS	0.0090
'DIVERSION'	0.0440
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$317,484
CONGESTED HOURS PER DAY*	19

\*Delays Exceeding User-Specified Maximum

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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**  
**FRIDAY WESTBOUND DIRECTION**



<b>IH 94: USH 41 TO IH 43 (MILWAUKEE COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**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	704	0.0	1500	704	0	1.55	66	69.9	37.6	42.4
1-2 AM	536	0.0	1500	536	0	0.54	0	70.0	54.0	43.3
2-3 AM	566	0.0	1500	566	0	0.54	0	70.0	53.8	43.3
3-4 AM	708	0.0	1500	708	0	0.56	0	69.9	53.4	42.7
4-5 AM	1852	0.0	1499	1852	0	2.61	96	68.4	28.3	31.5
5-6 AM	4061	0.0	1499	1500	2561	16.84+	417	63.1	7.6	30.8
6-7 AM	5101	0.0	1500	1500	3601	16.55+	417	56.0	7.6	30.8
7-8 AM	4765	0.0	1500	1500	3265	16.65+	417	58.3	7.6	30.8
8-9 AM	4243	0.0	1500	1500	2743	16.79+	417	61.9	7.6	30.8
9-10 AM	3909	0.0	1500	1500	2409	16.88+	417	64.1	7.6	30.8
10-11 AM	3930	0.0	1500	1500	2430	16.87+	417	64.0	7.6	30.8
11AM-NOON	3999	0.0	1500	1500	2499	16.86+	417	63.5	7.6	30.8
NOON-1PM	4085	0.0	1500	1500	2585	16.83+	417	63.0	7.6	30.8
1-2 PM	4237	0.0	1500	1500	2737	16.80+	417	61.9	7.6	30.8
2-3 PM	4397	0.0	1500	1500	2897	16.75+	417	60.8	7.6	30.8
3-4 PM	4347	0.0	1500	1500	2847	16.77+	417	61.2	7.6	30.8
4-5 PM	4486	0.0	1500	1500	2986	16.73+	417	60.2	7.6	30.8
5-6 PM	4097	0.0	1500	1500	2597	16.83+	417	62.8	7.6	30.8
6-7 PM	3677	0.0	1500	1500	2177	16.93+	417	65.8	7.6	30.8
7-8 PM	3081	0.0	1500	1512	1568	16.91+	415	66.9	7.6	30.8
8-9 PM	3124	0.0	1500	1507	1618	16.94+	416	66.9	7.6	30.8
9-10 PM	3220	0.0	1500	1503	1717	16.95+	416	66.8	7.6	30.8
10-11 PM	2362	0.0	1500	1500	861	16.76+	410	67.8	7.6	30.8
11PM-MID	1493	0.0	1500	1393	100	15.63+	382	68.9	7.9	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	0.0257
MAIN ROUTE WITH WORKS	0.0088
'DIVERSION'	0.0342

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$272,982
CONGESTED HOURS PER DAY*	19

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY EASTBOUND DIRECTION**

