

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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	694	0.0	3000	694	0	0.36	0	69.9	58.4	49.7
1-2 AM	524	0.0	3000	524	0	0.36	0	70.1	58.4	49.7
2-3 AM	457	0.0	3000	457	0	0.36	0	70.2	58.4	49.7
3-4 AM	820	0.0	3000	820	0	0.35	0	69.7	58.3	49.7
4-5 AM	2048	0.0	2999	2048	0	0.36	0	68.2	57.1	48.7
5-6 AM	4158	0.0	2999	4158	0	7.13+	469	62.5	16.3	37.3
6-7 AM	5559	0.0	3000	2864	2696	17.05+	945	52.8	10.0	37.3
7-8 AM	5043	0.0	2999	2948	2095	17.36+	949	56.4	10.0	37.3
8-9 AM	4206	0.0	2999	2929	1277	17.09+	915	62.1	10.1	37.3
9-10 AM	4145	0.0	2999	3004	1141	16.83+	899	62.5	10.2	37.3
10-11 AM	4501	0.0	2999	3043	1458	17.31+	933	60.1	10.1	37.3
11AM-NOON	4699	0.0	2999	3002	1697	17.58+	953	58.7	10.0	37.3
NOON-1PM	4876	0.0	3000	3000	1876	17.51+	953	57.6	10.0	37.3
1-2 PM	5502	0.0	3000	3000	2502	17.22+	953	53.3	10.0	37.3
2-3 PM	5560	0.0	3000	3000	2560	17.19+	953	52.8	10.0	37.3
3-4 PM	5417	0.0	3000	3000	2417	17.26+	953	53.8	10.0	37.3
4-5 PM	5502	0.0	3000	3000	2502	17.22+	953	53.3	10.0	37.3
5-6 PM	4988	0.0	3000	3000	1988	17.46+	953	56.8	10.0	37.3
6-7 PM	3863	0.0	3000	2952	911	16.93+	899	64.5	10.2	37.3
7-8 PM	3186	0.0	2999	2986	200	16.80+	886	66.8	10.2	37.3
8-9 PM	2896	0.0	2999	2895	1	16.28+	857	67.1	10.4	37.3
9-10 PM	2467	0.0	2999	2467	0	10.36+	555	67.7	12.7	38.7
10-11 PM	1654	0.0	3000	1654	0	0.59	26	68.7	52.0	49.7
11PM-MID	1056	0.0	3000	1056	0	0.35	0	69.4	58.2	49.7

+ 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

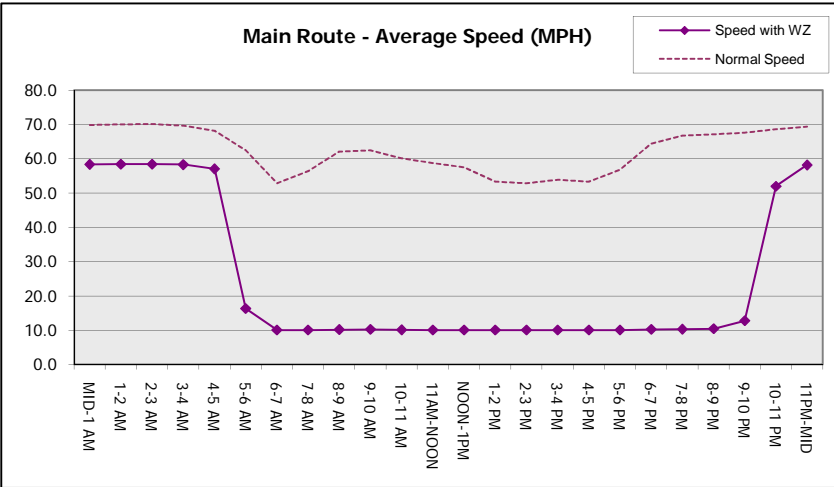
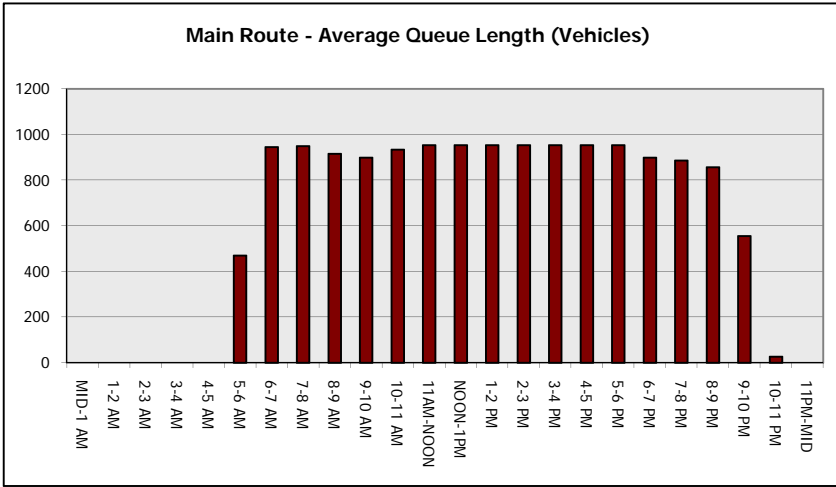
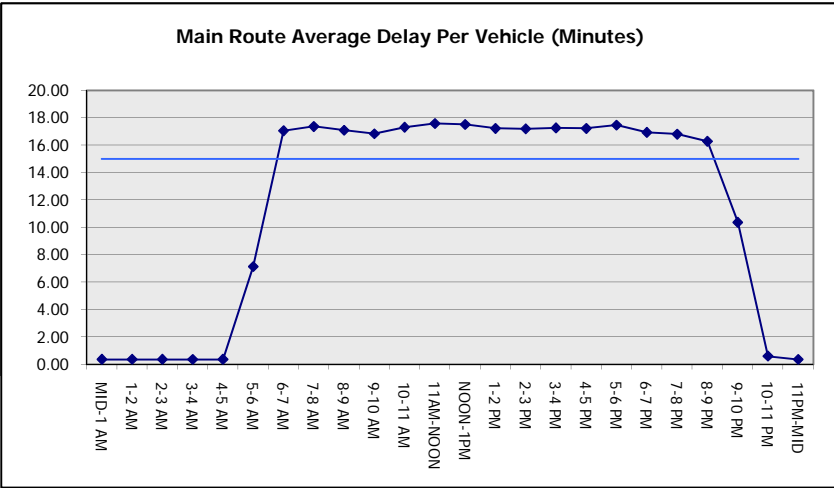
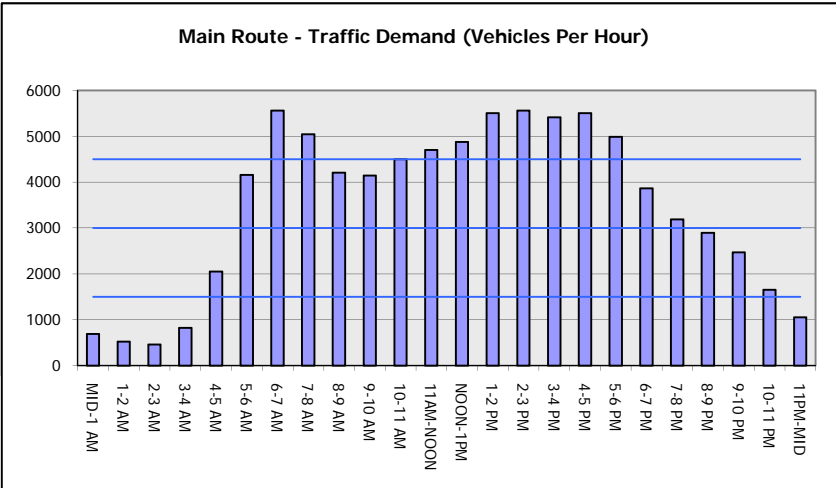
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0280
MAIN ROUTE WITH WORKS	0.0157
'DIVERSION'	0.0196
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$276,000
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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	630	0.0	3000	630	0	0.36	0	69.9	58.4	49.7
1-2 AM	519	0.0	3000	519	0	0.36	0	70.1	58.4	49.7
2-3 AM	546	0.0	3000	546	0	0.36	0	70.0	58.4	49.7
3-4 AM	810	0.0	3000	810	0	0.35	0	69.7	58.3	49.7
4-5 AM	2119	0.0	2999	2119	0	0.38	0	68.1	56.4	47.7
5-6 AM	4219	0.0	2999	4111	108	8.02+	503	62.0	15.0	37.3
6-7 AM	4887	0.0	3000	2868	2019	17.35+	944	57.4	10.0	37.3
7-8 AM	4550	0.0	2999	2952	1597	17.46+	942	59.8	10.1	37.3
8-9 AM	4032	0.0	3000	2966	1066	16.88+	899	63.3	10.2	37.3
9-10 AM	3706	0.0	3000	2997	709	16.84+	891	65.5	10.2	37.3
10-11 AM	3694	0.0	2999	2999	695	16.84+	891	65.6	10.2	37.3
11AM-NOON	3784	0.0	2999	3000	784	16.83+	892	65.0	10.2	37.3
NOON-1PM	3806	0.0	3000	3000	806	16.82+	892	64.8	10.2	37.3
1-2 PM	3913	0.0	3000	3000	913	16.80+	893	64.1	10.2	37.3
2-3 PM	4132	0.0	2999	3010	1122	16.81+	898	62.6	10.2	37.3
3-4 PM	4270	0.0	3000	3014	1257	17.00+	911	61.7	10.1	37.3
4-5 PM	4409	0.0	3000	3008	1402	17.23+	927	60.7	10.1	37.3
5-6 PM	4019	0.0	3000	2974	1045	16.88+	899	63.4	10.2	37.3
6-7 PM	3301	0.0	3000	2995	306	16.82+	887	66.6	10.2	37.3
7-8 PM	2830	0.0	2999	2830	0	15.79+	830	67.2	10.5	37.3
8-9 PM	2605	0.0	2999	2605	0	10.43	544	67.5	12.5	37.3
9-10 PM	2270	0.0	2999	2270	0	1.30	91	67.9	40.1	46.2
10-11 PM	1487	0.0	3000	1487	0	0.34	0	68.9	58.0	49.7
11PM-MID	939	0.0	3000	939	0	0.35	0	69.6	58.2	49.7

+ 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	0.0239
MAIN ROUTE WITH WORKS	0.0155
'DIVERSION'	0.0107

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$219,724
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

