

<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**

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	1499	1588	0	1.96	27	68.7	33.2	30.8	
1-2 AM	1452	0.0	1499	1452	0	4.27	85	68.9	20.6	31.1	
2-3 AM	935	0.0	1500	935	0	0.63	1	69.6	51.5	41.9	
3-4 AM	529	0.0	1500	529	0	0.54	0	70.0	54.0	43.4	
4-5 AM	562	0.0	1500	562	0	0.54	0	70.0	53.8	43.3	
5-6 AM	899	0.0	1500	899	0	0.58	0	69.6	52.8	42.0	
6-7 AM	1228	0.0	1499	1228	0	0.74	0	69.2	49.2	37.8	
7-8 AM	1708	0.0	1499	1708	0	2.90	66	68.6	26.6	30.8	
8-9 AM	2419	0.0	1500	1789	630	15.76+	390	67.8	7.9	31.2	
9-10 AM	3423	0.0	1499	1482	1941	16.90+	415	66.5	7.6	30.8	
10-11 AM	4116	0.0	1499	1500	2616	16.83+	417	62.7	7.6	30.8	
11AM-NOON	4611	0.0	1500	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	1498	2347	16.89+	417	64.6	7.6	30.8	
5-6 PM	3195	0.0	1499	1478	1716	16.89+	415	66.8	7.6	30.8	
6-7 PM	2940	0.0	1499	1480	1460	16.88+	414	67.1	7.6	30.8	
7-8 PM	2513	0.0	1499	1496	1018	16.78+	411	67.6	7.6	30.8	
8-9 PM	2194	0.0	1499	1499	696	16.76+	410	68.0	7.6	30.8	
9-10 PM	1795	0.0	1499	1499	296	16.76+	410	68.5	7.6	30.8	
10-11 PM	1332	0.0	1499	1312	20	14.49+	354	69.1	8.3	30.8	
11PM-MID	911	0.0	1500	911	0	1.34	46	69.6	40.0	41.7	

+ 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

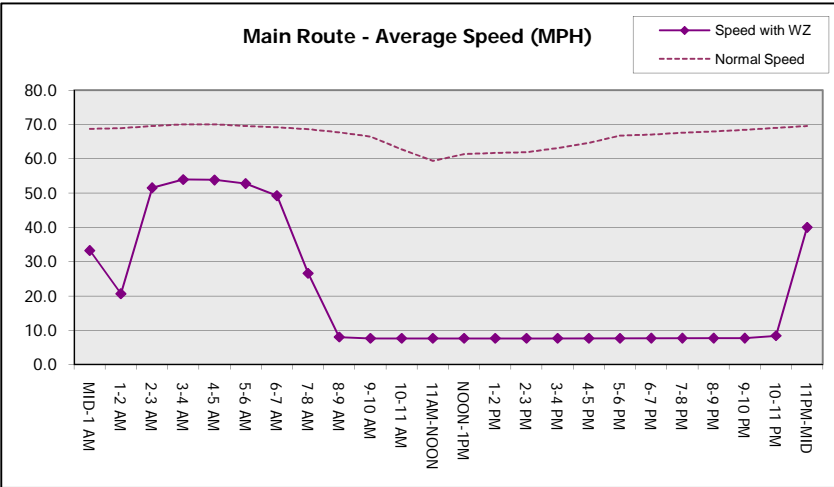
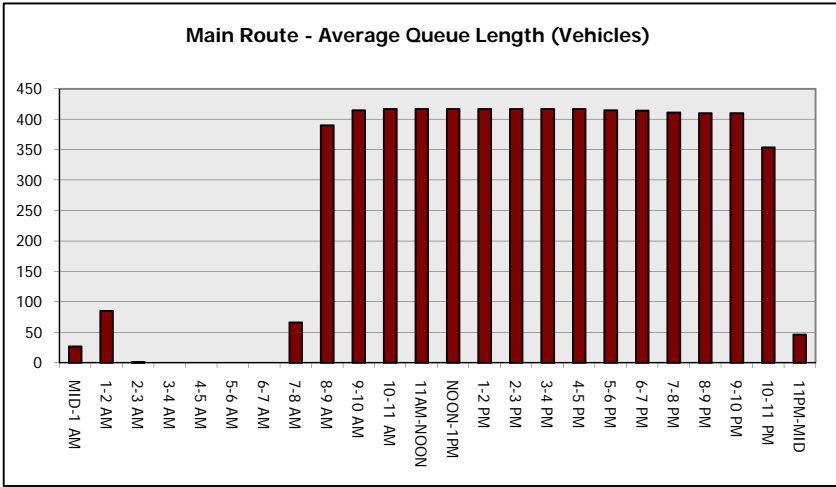
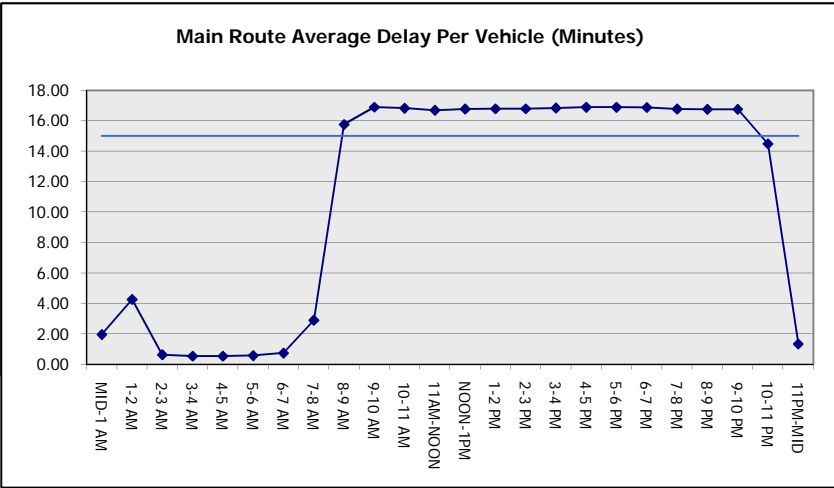
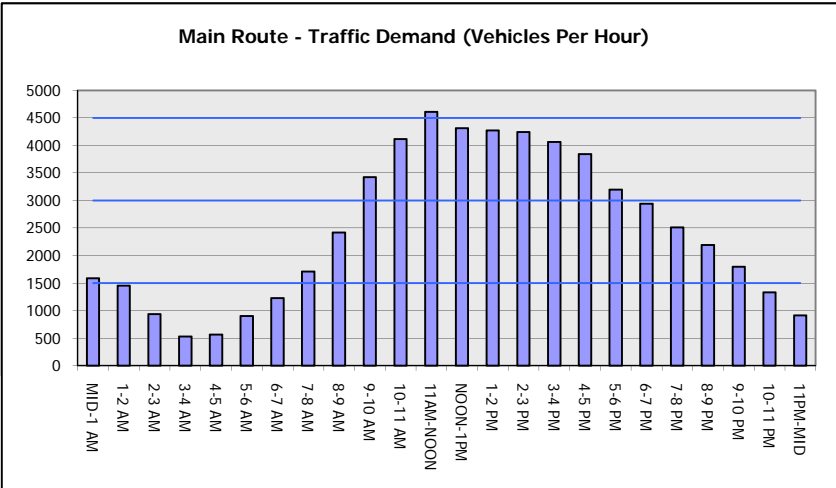
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0198
MAIN ROUTE WITH WORKS	0.0087
'DIVERSION'	0.0207
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$232,060
CONGESTED HOURS PER DAY*	15

\*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**  
**SUNDAY 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**

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	1500	998	0	0.59	0	69.5	52.5	41.7	
1-2 AM	799	0.0	1500	799	0	0.57	0	69.7	53.1	42.4	
2-3 AM	641	0.0	1500	641	0	0.55	0	69.9	53.6	43.0	
3-4 AM	554	0.0	1500	554	0	0.54	0	70.0	53.9	43.3	
4-5 AM	593	0.0	1500	593	0	0.54	0	70.0	53.8	43.2	
5-6 AM	917	0.0	1499	917	0	0.58	0	69.6	52.7	42.0	
6-7 AM	1429	0.0	1499	1429	0	1.18	6	68.9	41.9	33.1	
7-8 AM	1928	0.0	1500	1928	0	7.67	213	68.3	13.6	30.8	
8-9 AM	2342	0.0	1499	1495	847	16.77+	411	67.8	7.6	30.8	
9-10 AM	2708	0.0	1499	1485	1223	16.83+	413	67.4	7.6	30.8	
10-11 AM	3063	0.0	1499	1491	1572	16.93+	416	66.9	7.6	30.8	
11AM-NOON	3307	0.0	1499	1500	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	16.96+	416	66.8	7.6	30.8	
6-7 PM	2917	0.0	1499	1495	1422	16.88+	414	67.1	7.6	30.8	
7-8 PM	2752	0.0	1499	1497	1255	16.81+	412	67.3	7.6	30.8	
8-9 PM	2298	0.0	1500	1500	798	16.76+	410	67.9	7.6	30.8	
9-10 PM	1888	0.0	1500	1500	388	16.76+	410	68.4	7.6	30.8	
10-11 PM	1341	0.0	1499	1339	3	14.96+	366	69.1	8.2	30.8	
11PM-MID	830	0.0	1500	830	0	1.39	51	69.7	39.4	42.0	

+ 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	0.0083
'DIVERSION'	0.0164

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$207,807
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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

