

**IH 794: IH 43 TO LINCOLN MEMORIAL DR (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
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 | 735 | 0.0 | OFF | 735 | 0 | 0.00 | 0 | 69.8 | 69.8 | 69.8 | |
| 1-2 AM | 651 | 0.0 | OFF | 651 | 0 | 0.00 | 0 | 69.9 | 69.9 | 69.9 | |
| 2-3 AM | 336 | 0.0 | OFF | 336 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | |
| 3-4 AM | 260 | 0.0 | OFF | 260 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | |
| 4-5 AM | 498 | 0.0 | OFF | 498 | 0 | 0.00 | 0 | 70.1 | 70.1 | 70.1 | |
| 5-6 AM | 1554 | 0.0 | OFF | 1554 | 0 | 0.00 | 0 | 68.8 | 68.8 | 68.8 | |
| 6-7 AM | 3553 | 0.0 | OFF | 3553 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 | |
| 7-8 AM | 4409 | 0.0 | OFF | 4409 | 0 | 0.00 | 0 | 60.7 | 60.7 | 60.7 | |
| 8-9 AM | 3155 | 0.0 | OFF | 3155 | 0 | 0.00 | 0 | 66.8 | 66.8 | 66.8 | |
| 9-10 AM | 2740 | 0.0 | OFF | 2740 | 0 | 0.00 | 0 | 67.3 | 67.3 | 67.3 | |
| 10-11 AM | 3128 | 0.0 | 1499 | 1626 | 1503 | 15.79+ | 404 | 66.8 | 5.6 | 36.2 | |
| 11AM-NOON | 3799 | 0.0 | 1499 | 1906 | 1893 | 16.08+ | 415 | 64.9 | 5.5 | 31.6 | |
| NOON-1PM | 3772 | 0.0 | 1499 | 1467 | 2305 | 17.01+ | 433 | 65.1 | 5.3 | 30.9 | |
| 1-2 PM | 4141 | 0.0 | 1499 | 1500 | 2641 | 17.05+ | 435 | 62.6 | 5.3 | 30.8 | |
| 2-3 PM | 4992 | 0.0 | 1500 | 1500 | 3492 | 16.88+ | 435 | 56.8 | 5.3 | 30.8 | |
| 3-4 PM | 5165 | 0.0 | OFF | 5165 | 0 | 1.56 | 148 | 55.6 | 22.7 | 22.7 | |
| 4-5 PM | 4876 | 0.0 | OFF | 4876 | 0 | 0.00 | 0 | 57.6 | 57.6 | 57.6 | |
| 5-6 PM | 3714 | 0.0 | OFF | 3714 | 0 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | |
| 6-7 PM | 2888 | 0.0 | OFF | 2888 | 0 | 0.00 | 0 | 67.1 | 67.1 | 67.1 | |
| 7-8 PM | 2161 | 0.0 | OFF | 2161 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | |
| 8-9 PM | 2004 | 0.0 | OFF | 2004 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | |
| 9-10 PM | 2125 | 0.0 | OFF | 2125 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | |
| 10-11 PM | 2027 | 0.0 | OFF | 2027 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | |
| 11PM-MID | 1527 | 0.0 | OFF | 1527 | 0 | 0.00 | 0 | 68.8 | 68.8 | 68.8 | |

"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 | 0.0102 |
| MAIN ROUTE WITH WORKS | 0.0075 |
| 'DIVERSION' | 0.0044 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$74,320 |
| CONGESTED HOURS PER DAY* | 5 |

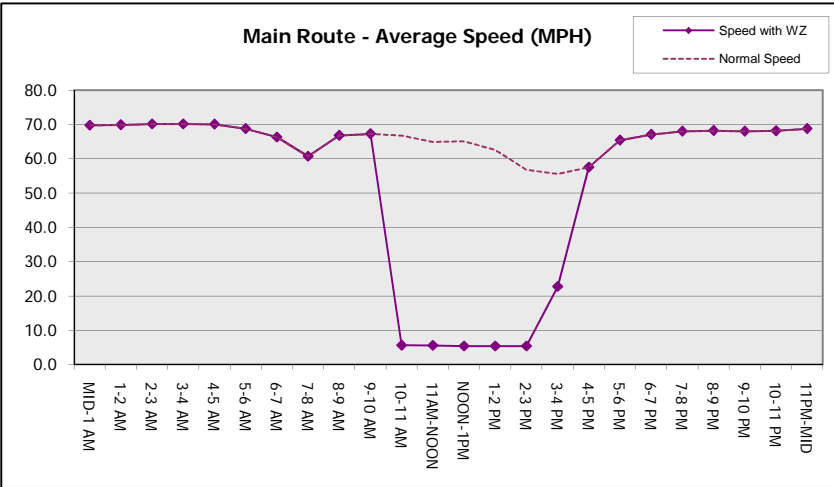
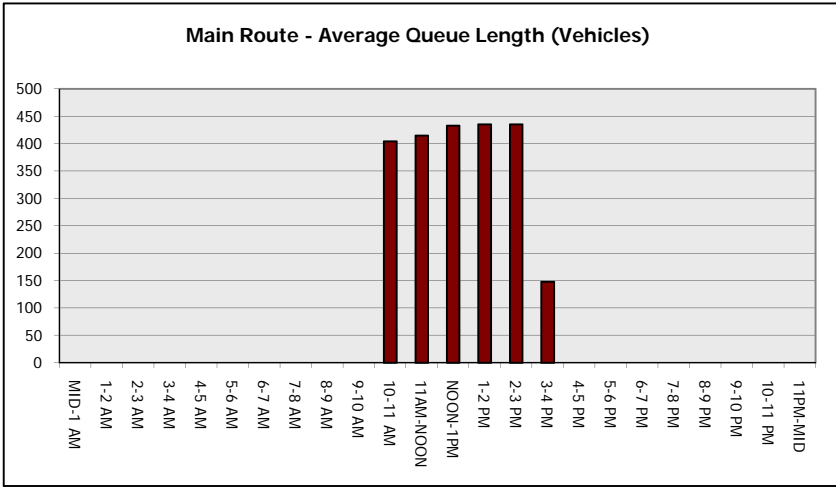
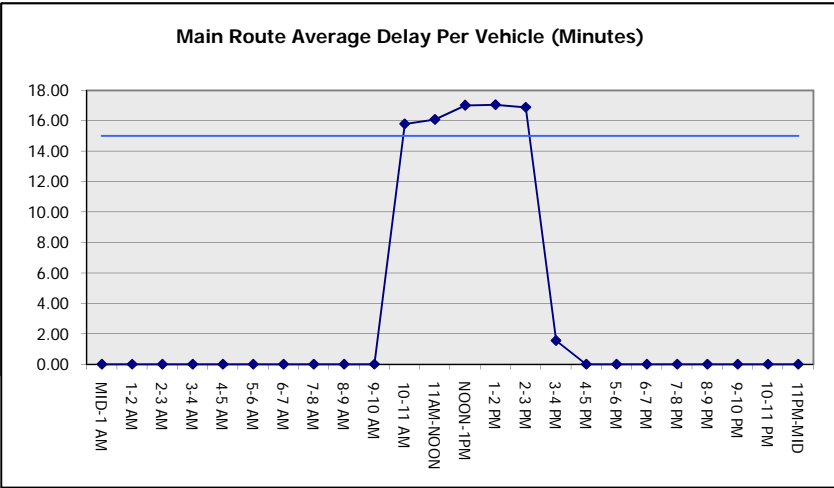
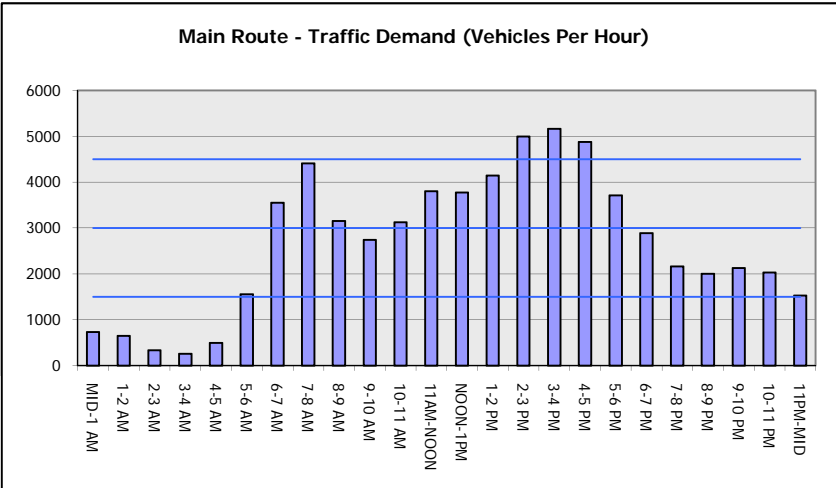
*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION



| | |
|--|--|
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| | 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 | 576 | 0.0 | OFF | 576 | 0 | 0.00 | 0 | 70.0 | 70.0 | 70.0 |
| 1-2 AM | 369 | 0.0 | OFF | 369 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 2-3 AM | 278 | 0.0 | OFF | 278 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 3-4 AM | 315 | 0.0 | OFF | 315 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 4-5 AM | 748 | 0.0 | OFF | 748 | 0 | 0.00 | 0 | 69.8 | 69.8 | 69.8 |
| 5-6 AM | 2670 | 0.0 | OFF | 2670 | 0 | 0.00 | 0 | 67.4 | 67.4 | 67.4 |
| 6-7 AM | 5067 | 0.0 | OFF | 5067 | 0 | 0.00 | 0 | 56.3 | 56.3 | 56.3 |
| 7-8 AM | 5118 | 0.0 | OFF | 5118 | 0 | 0.00 | 0 | 55.9 | 55.9 | 55.9 |
| 8-9 AM | 4363 | 0.0 | OFF | 4363 | 0 | 0.00 | 0 | 61.0 | 61.0 | 61.0 |
| 9-10 AM | 3322 | 0.0 | OFF | 3322 | 0 | 0.00 | 0 | 66.6 | 66.6 | 66.6 |
| 10-11 AM | 3156 | 0.0 | 1499 | 1580 | 1576 | 16.97+ | 434 | 66.8 | 5.4 | 36.5 |
| 11AM-NOON | 3295 | 0.0 | 1499 | 1718 | 1577 | 15.28+ | 403 | 66.6 | 5.7 | 35.4 |
| NOON-1PM | 3176 | 0.0 | 1499 | 1554 | 1622 | 16.88+ | 429 | 66.8 | 5.4 | 32.5 |
| 1-2 PM | 3346 | 0.0 | 1500 | 1532 | 1814 | 16.99+ | 431 | 66.6 | 5.3 | 30.8 |
| 2-3 PM | 3521 | 0.0 | 1500 | 1504 | 2016 | 17.12+ | 434 | 66.4 | 5.3 | 30.8 |
| 3-4 PM | 3933 | 0.0 | OFF | 3933 | 0 | 0.41 | 36 | 64.0 | 44.6 | 44.6 |
| 4-5 PM | 4265 | 0.0 | OFF | 4265 | 0 | 0.00 | 0 | 61.7 | 61.7 | 61.7 |
| 5-6 PM | 4245 | 0.0 | OFF | 4245 | 0 | 0.00 | 0 | 61.9 | 61.9 | 61.9 |
| 6-7 PM | 3609 | 0.0 | OFF | 3609 | 0 | 0.00 | 0 | 66.2 | 66.2 | 66.2 |
| 7-8 PM | 2583 | 0.0 | OFF | 2583 | 0 | 0.00 | 0 | 67.5 | 67.5 | 67.5 |
| 8-9 PM | 2310 | 0.0 | OFF | 2310 | 0 | 0.00 | 0 | 67.9 | 67.9 | 67.9 |
| 9-10 PM | 2500 | 0.0 | OFF | 2500 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 |
| 10-11 PM | 2059 | 0.0 | OFF | 2059 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 |
| 11PM-MID | 1292 | 0.0 | OFF | 1292 | 0 | 0.00 | 0 | 69.1 | 69.1 | 69.1 |

"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 | 0.0105 |
| MAIN ROUTE WITH WORKS | 0.0083 |
| 'DIVERSION' | 0.0032 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$60,822 |
| CONGESTED HOURS PER DAY* | 5 |

*Delays Exceeding User-Specified Maximum

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FRIDAY EASTBOUND DIRECTION

