

<b>IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>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	OFF	980	0	0.00	0	69.5	69.5	69.5
1-2 AM	758	0.0	OFF	758	0	0.00	0	69.8	69.8	69.8
2-3 AM	581	0.0	OFF	581	0	0.00	0	70.0	70.0	70.0
3-4 AM	794	0.0	OFF	794	0	0.00	0	69.7	69.7	69.7
4-5 AM	1925	0.0	OFF	1925	0	0.00	0	68.3	68.3	68.3
5-6 AM	4070	0.0	OFF	4070	0	0.00	0	63.0	63.0	63.0
6-7 AM	5657	0.0	OFF	5657	0	0.00	0	52.2	52.2	52.2
7-8 AM	5276	0.0	OFF	5276	0	0.00	0	54.8	54.8	54.8
8-9 AM	4433	0.0	OFF	4433	0	0.00	0	60.5	60.5	60.5
9-10 AM	4372	0.0	OFF	4372	0	0.00	0	61.0	61.0	61.0
10-11 AM	4830	0.0	1499	1582	3248	17.09+	436	57.9	7.5	36.5
11AM-NOON	5259	0.0	1499	1968	3291	15.63+	404	55.0	7.9	32.3
NOON-1PM	5441	0.0	1500	1500	3941	16.26+	417	53.7	7.6	33.8
1-2 PM	5825	0.0	1500	1500	4325	16.13+	417	51.0	7.6	33.8
2-3 PM	5594	0.0	1500	1500	4094	16.21+	417	52.7	7.6	33.8
3-4 PM	5745	0.0	OFF	5745	0	4.31	422	51.6	18.6	18.6
4-5 PM	5626	0.0	OFF	5626	0	1.26	116	52.4	34.3	34.3
5-6 PM	5183	0.0	OFF	5183	0	0.00	0	55.5	55.5	55.5
6-7 PM	3973	0.0	OFF	3973	0	0.00	0	63.7	63.7	63.7
7-8 PM	3221	0.0	OFF	3221	0	0.00	0	66.8	66.8	66.8
8-9 PM	3087	0.0	OFF	3087	0	0.00	0	66.9	66.9	66.9
9-10 PM	3095	0.0	OFF	3095	0	0.00	0	66.9	66.9	66.9
10-11 PM	2605	0.0	OFF	2605	0	0.00	0	67.5	67.5	67.5
11PM-MID	1978	0.0	OFF	1978	0	0.00	0	68.2	68.2	68.2

"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

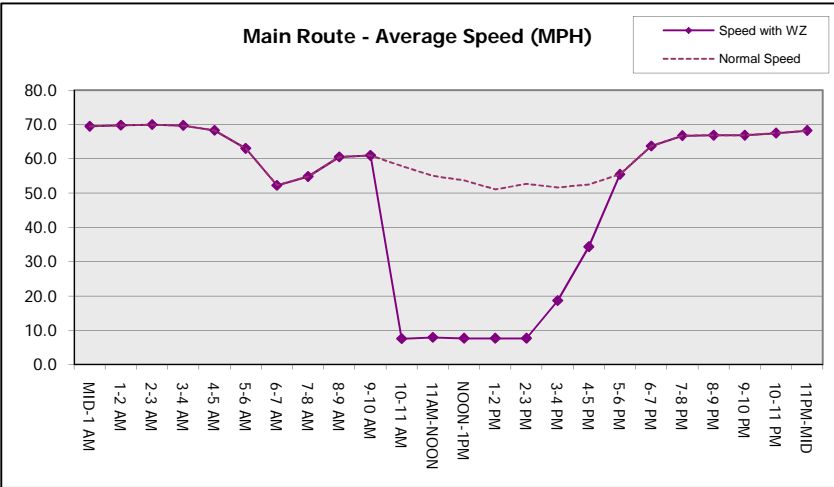
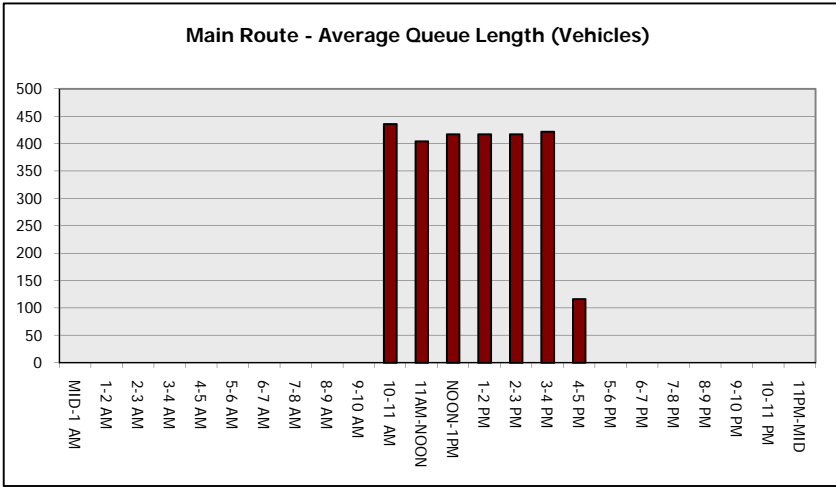
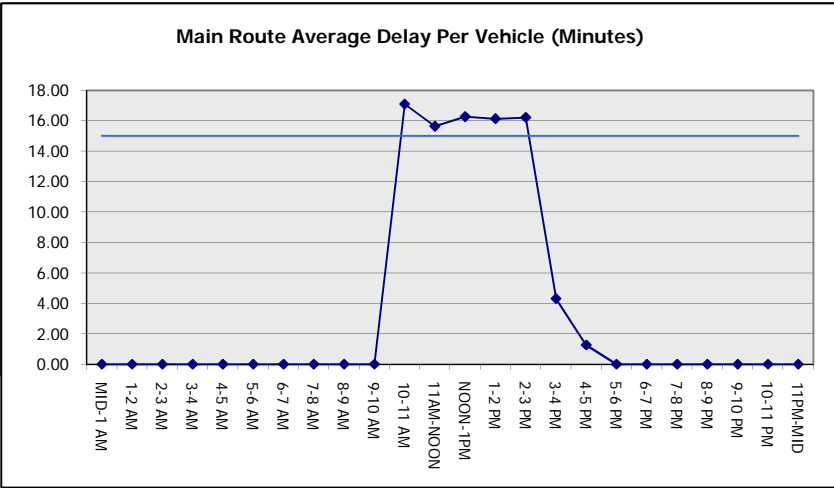
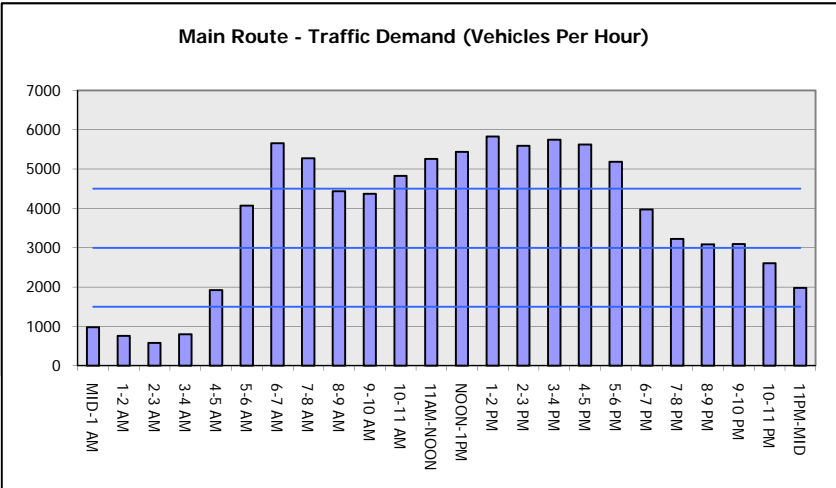
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0302
MAIN ROUTE WITH WORKS	0.0233
'DIVERSION'	0.0146
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$100,831
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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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**  
**FRIDAY WESTBOUND DIRECTION**



<b>IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>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	OFF	704	0	0.00	0	69.9	69.9	69.9
1-2 AM	536	0.0	OFF	536	0	0.00	0	70.0	70.0	70.0
2-3 AM	566	0.0	OFF	566	0	0.00	0	70.0	70.0	70.0
3-4 AM	708	0.0	OFF	708	0	0.00	0	69.9	69.9	69.9
4-5 AM	1852	0.0	OFF	1852	0	0.00	0	68.4	68.4	68.4
5-6 AM	4061	0.0	OFF	4061	0	0.00	0	63.1	63.1	63.1
6-7 AM	5101	0.0	OFF	5101	0	0.00	0	56.0	56.0	56.0
7-8 AM	4765	0.0	OFF	4765	0	0.00	0	58.3	58.3	58.3
8-9 AM	4243	0.0	OFF	4243	0	0.00	0	61.9	61.9	61.9
9-10 AM	3909	0.0	OFF	3909	0	0.00	0	64.1	64.1	64.1
10-11 AM	3930	0.0	1499	1572	2359	17.04+	428	64.0	7.6	36.6
11AM-NOON	3999	0.0	1499	1807	2193	15.18+	393	63.5	8.2	35.3
NOON-1PM	4085	0.0	1499	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	OFF	4347	0	0.52	43	61.2	48.7	48.7
4-5 PM	4486	0.0	OFF	4486	0	0.00	0	60.2	60.2	60.2
5-6 PM	4097	0.0	OFF	4097	0	0.00	0	62.8	62.8	62.8
6-7 PM	3677	0.0	OFF	3677	0	0.00	0	65.8	65.8	65.8
7-8 PM	3081	0.0	OFF	3081	0	0.00	0	66.9	66.9	66.9
8-9 PM	3124	0.0	OFF	3124	0	0.00	0	66.9	66.9	66.9
9-10 PM	3220	0.0	OFF	3220	0	0.00	0	66.8	66.8	66.8
10-11 PM	2362	0.0	OFF	2362	0	0.00	0	67.8	67.8	67.8
11PM-MID	1493	0.0	OFF	1493	0	0.00	0	68.9	68.9	68.9

"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	0.0257
MAIN ROUTE WITH WORKS	0.0209
'DIVERSION'	0.0099

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$73,743
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**MAY**  
Analyzed for 2009  
Construction Season

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

