

<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**

SATURDAY 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	1404	0.0	OFF	1404	0	0.00	0	69.0	69.0	69.0	
1-2 AM	1331	0.0	OFF	1331	0	0.00	0	69.1	69.1	69.1	
2-3 AM	945	0.0	OFF	945	0	0.00	0	69.6	69.6	69.6	
3-4 AM	694	0.0	OFF	694	0	0.00	0	69.9	69.9	69.9	
4-5 AM	929	0.0	OFF	929	0	0.00	0	69.6	69.6	69.6	
5-6 AM	1492	0.0	OFF	1492	0	0.00	0	68.9	68.9	68.9	
6-7 AM	2162	0.0	OFF	2162	0	0.00	0	68.1	68.1	68.1	
7-8 AM	2800	0.0	OFF	2800	0	0.00	0	67.3	67.3	67.3	
8-9 AM	3469	0.0	1499	1570	1898	17.09+	427	66.4	7.6	36.6	
9-10 AM	3976	0.0	1499	1798	2178	15.14+	392	63.7	8.2	35.3	
10-11 AM	4247	0.0	1499	1500	2747	16.79+	417	61.9	7.6	30.8	
11AM-NOON	4574	0.0	1500	1500	3074	16.71+	417	59.6	7.6	30.8	
NOON-1PM	4716	0.0	1500	1500	3216	16.67+	417	58.6	7.6	30.8	
1-2 PM	4770	0.0	1500	1500	3270	16.65+	417	58.2	7.6	30.8	
2-3 PM	4843	0.0	1500	1500	3343	16.63+	417	57.8	7.6	30.8	
3-4 PM	4732	0.0	1500	1500	3232	16.66+	417	58.6	7.6	30.8	
4-5 PM	4323	0.0	1500	1500	2823	16.77+	417	61.4	7.6	30.8	
5-6 PM	3546	0.0	1500	1504	2043	16.94+	416	66.3	7.6	30.8	
6-7 PM	2983	0.0	OFF	2983	0	0.24	22	67.0	59.4	59.4	
7-8 PM	2715	0.0	OFF	2715	0	0.00	0	67.4	67.4	67.4	
8-9 PM	2952	0.0	OFF	2952	0	0.00	0	67.1	67.1	67.1	
9-10 PM	3166	0.0	OFF	3166	0	0.00	0	66.8	66.8	66.8	
10-11 PM	2788	0.0	OFF	2788	0	0.00	0	67.3	67.3	67.3	
11PM-MID	1976	0.0	OFF	1976	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	0.0
(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	0
(VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

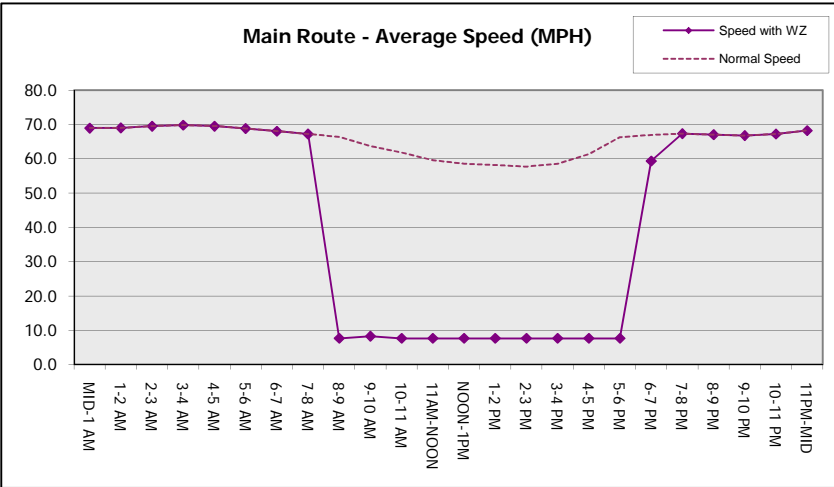
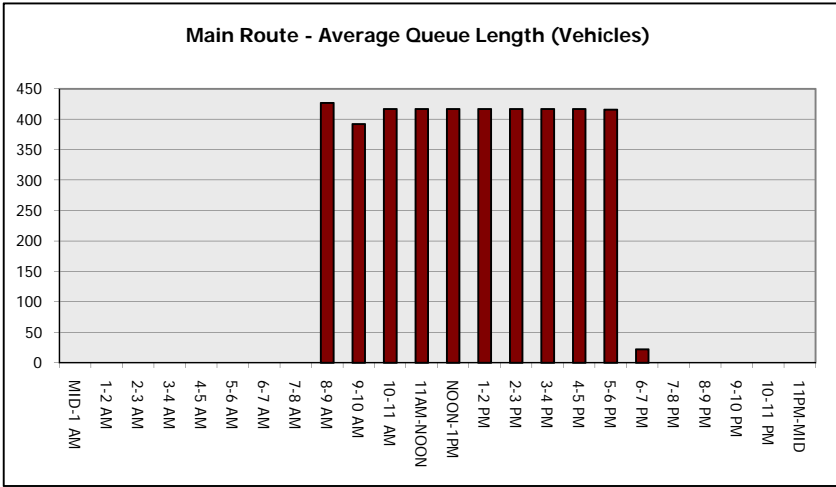
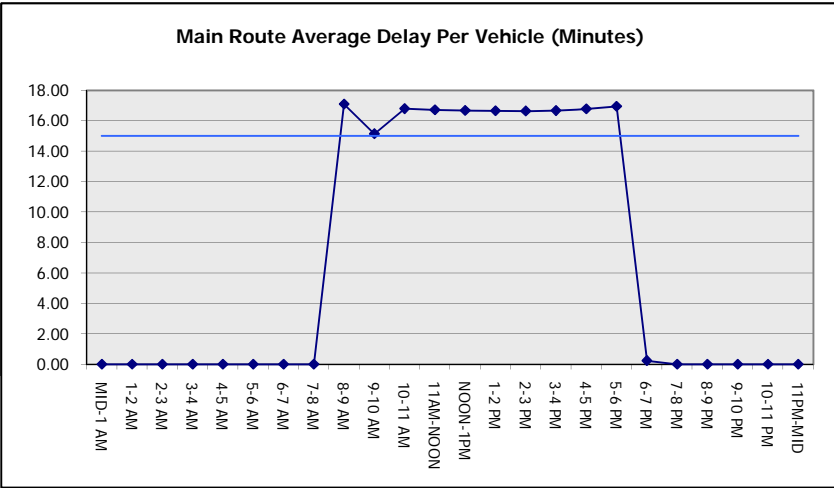
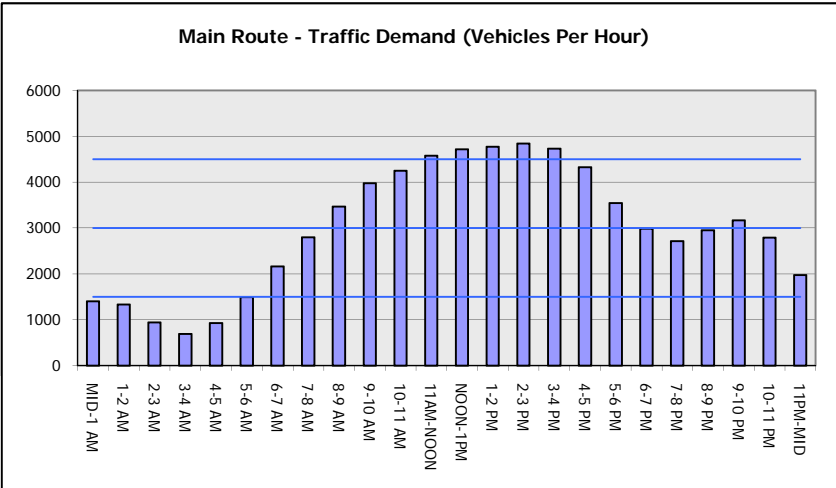
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0239
MAIN ROUTE WITH WORKS	0.0136
'DIVERSION'	0.0215
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$196,407
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

**IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)  
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**  
**SATURDAY 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**

SATURDAY 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	905	0.0	OFF	905	0	0.00	0	69.6	69.6	69.6
1-2 AM	716	0.0	OFF	716	0	0.00	0	69.9	69.9	69.9
2-3 AM	576	0.0	OFF	576	0	0.00	0	70.0	70.0	70.0
3-4 AM	540	0.0	OFF	540	0	0.00	0	70.0	70.0	70.0
4-5 AM	835	0.0	OFF	835	0	0.00	0	69.7	69.7	69.7
5-6 AM	1304	0.0	OFF	1304	0	0.00	0	69.1	69.1	69.1
6-7 AM	1904	0.0	OFF	1904	0	0.00	0	68.4	68.4	68.4
7-8 AM	2533	0.0	OFF	2533	0	0.00	0	67.6	67.6	67.6
8-9 AM	3040	0.0	1499	1644	1396	15.23+	383	66.9	8.1	36.1
9-10 AM	3307	0.0	1499	1857	1450	15.88+	396	66.6	7.9	31.1
10-11 AM	3438	0.0	1499	1478	1960	16.89+	415	66.4	7.6	30.8
11AM-NOON	3764	0.0	1499	1498	2266	16.90+	416	65.1	7.6	30.8
NOON-1PM	3828	0.0	1500	1500	2328	16.90+	417	64.7	7.6	30.8
1-2 PM	3782	0.0	1500	1499	2282	16.91+	417	65.0	7.6	30.8
2-3 PM	3728	0.0	1499	1498	2231	16.91+	416	65.4	7.6	30.8
3-4 PM	3545	0.0	1499	1492	2053	16.92+	416	66.3	7.6	30.8
4-5 PM	3276	0.0	1499	1486	1790	16.91+	415	66.6	7.6	30.8
5-6 PM	3480	0.0	1499	1499	1981	16.95+	417	66.4	7.6	30.8
6-7 PM	3573	0.0	OFF	3573	0	0.51	41	66.3	52.4	52.4
7-8 PM	2956	0.0	OFF	2956	0	0.00	0	67.1	67.1	67.1
8-9 PM	3112	0.0	OFF	3112	0	0.00	0	66.9	66.9	66.9
9-10 PM	3086	0.0	OFF	3086	0	0.00	0	66.9	66.9	66.9
10-11 PM	2235	0.0	OFF	2235	0	0.00	0	67.9	67.9	67.9
11PM-MID	1569	0.0	OFF	1569	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	0.0204
MAIN ROUTE WITH WORKS	0.0128
'DIVERSION'	0.0153

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$160,966
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
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Construction Season

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

