

<b>IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>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	OFF	1588	0	0.00	0	68.7	68.7	68.7	
1-2 AM	1452	0.0	OFF	1452	0	0.00	0	68.9	68.9	68.9	
2-3 AM	935	0.0	OFF	935	0	0.00	0	69.6	69.6	69.6	
3-4 AM	529	0.0	OFF	529	0	0.00	0	70.0	70.0	70.0	
4-5 AM	562	0.0	OFF	562	0	0.00	0	70.0	70.0	70.0	
5-6 AM	899	0.0	OFF	899	0	0.00	0	69.6	69.6	69.6	
6-7 AM	1228	0.0	OFF	1228	0	0.00	0	69.2	69.2	69.2	
7-8 AM	1708	0.0	OFF	1708	0	0.00	0	68.6	68.6	68.6	
8-9 AM	2419	0.0	OFF	2419	0	0.00	0	67.8	67.8	67.8	
9-10 AM	3423	0.0	2999	3423	0	2.90	158	66.5	26.4	37.3	
10-11 AM	4116	0.0	3000	3490	627	14.59+	787	62.7	10.9	37.3	
11AM-NOON	4611	0.0	2999	3039	1572	17.49+	946	59.4	10.0	37.3	
NOON-1PM	4316	0.0	3000	2962	1355	17.18+	922	61.4	10.1	37.3	
1-2 PM	4275	0.0	2999	2999	1276	17.04+	913	61.7	10.1	37.3	
2-3 PM	4246	0.0	2999	2995	1251	17.00+	910	61.9	10.1	37.3	
3-4 PM	4065	0.0	3000	2989	1077	16.81+	896	63.1	10.2	37.3	
4-5 PM	3845	0.0	3000	2998	847	16.82+	892	64.6	10.2	37.3	
5-6 PM	3195	0.0	3000	2996	198	16.81+	886	66.8	10.2	37.3	
6-7 PM	2940	0.0	2999	2922	18	16.46+	866	67.1	10.3	37.3	
7-8 PM	2513	0.0	OFF	2513	0	0.98	94	67.6	44.3	44.3	
8-9 PM	2194	0.0	OFF	2194	0	0.00	0	68.0	68.0	68.0	
9-10 PM	1795	0.0	OFF	1795	0	0.00	0	68.5	68.5	68.5	
10-11 PM	1332	0.0	OFF	1332	0	0.00	0	69.1	69.1	69.1	
11PM-MID	911	0.0	OFF	911	0	0.00	0	69.6	69.6	69.6	

"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	0.0198
MAIN ROUTE WITH WORKS	0.0150
'DIVERSION'	0.0064
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$167,083
CONGESTED HOURS PER DAY*	9

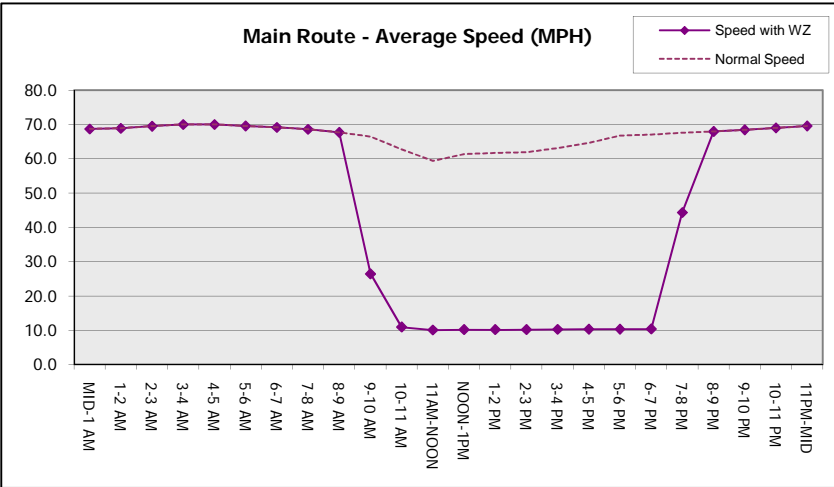
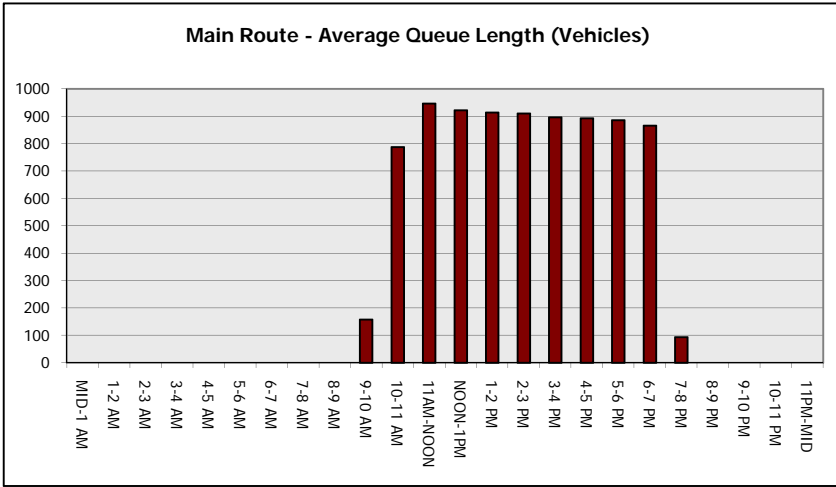
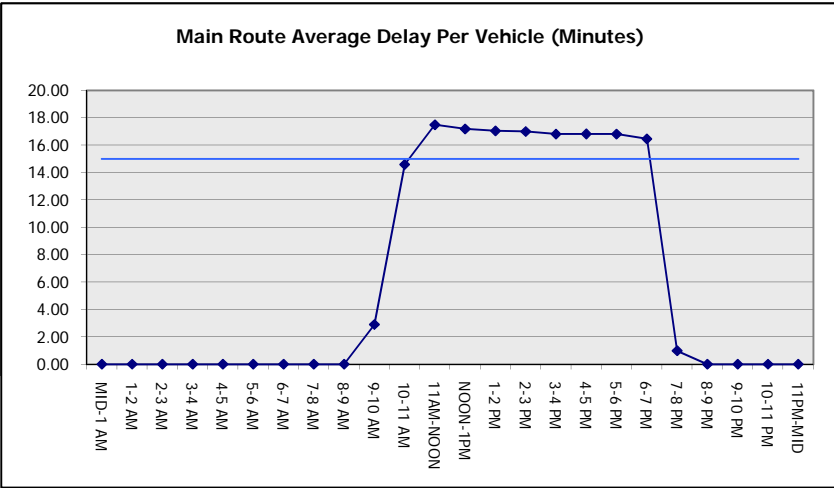
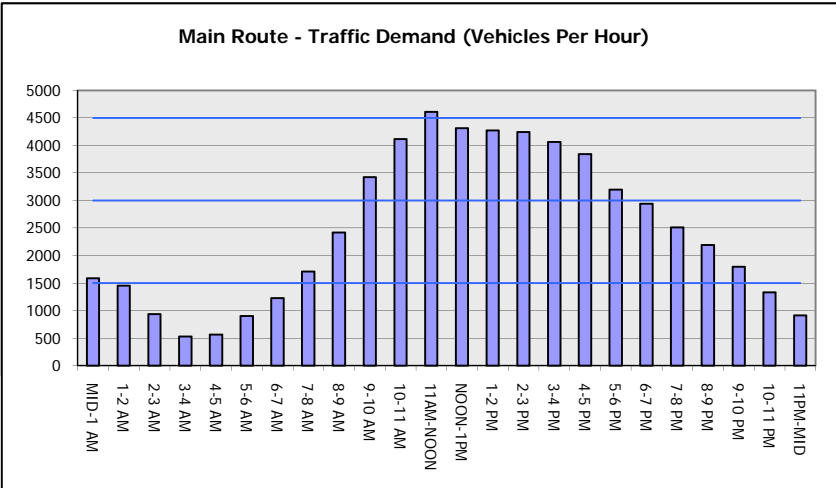
\*Delays Exceeding User-Specified Maximum

**IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)  
OFF-PEAK DAY 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 AND IH 43 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
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**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	OFF	998	0	0.00	0	69.5	69.5	69.5
1-2 AM	799	0.0	OFF	799	0	0.00	0	69.7	69.7	69.7
2-3 AM	641	0.0	OFF	641	0	0.00	0	69.9	69.9	69.9
3-4 AM	554	0.0	OFF	554	0	0.00	0	70.0	70.0	70.0
4-5 AM	593	0.0	OFF	593	0	0.00	0	70.0	70.0	70.0
5-6 AM	917	0.0	OFF	917	0	0.00	0	69.6	69.6	69.6
6-7 AM	1429	0.0	OFF	1429	0	0.00	0	68.9	68.9	68.9
7-8 AM	1928	0.0	OFF	1928	0	0.00	0	68.3	68.3	68.3
8-9 AM	2342	0.0	OFF	2342	0	0.00	0	67.8	67.8	67.8
9-10 AM	2708	0.0	2999	2708	0	0.54	0	67.4	52.4	42.4
10-11 AM	3063	0.0	2999	3063	0	1.00	17	66.9	43.7	37.3
11AM-NOON	3307	0.0	3000	3307	0	4.13	205	66.6	21.1	37.3
NOON-1PM	3578	0.0	3000	3578	0	12.36+	660	66.3	11.7	37.3
1-2 PM	3431	0.0	2999	2955	476	16.81+	887	66.4	10.2	37.3
2-3 PM	3402	0.0	2999	2991	411	16.83+	888	66.5	10.2	37.3
3-4 PM	3772	0.0	2999	2997	775	16.83+	892	65.1	10.2	37.3
4-5 PM	3548	0.0	3000	2997	551	16.85+	890	66.3	10.2	37.3
5-6 PM	3189	0.0	3000	2997	192	16.81+	886	66.8	10.2	37.3
6-7 PM	2917	0.0	2999	2915	2	16.35+	860	67.1	10.4	37.3
7-8 PM	2752	0.0	OFF	2752	0	1.03	99	67.3	43.5	43.5
8-9 PM	2298	0.0	OFF	2298	0	0.00	0	67.9	67.9	67.9
9-10 PM	1888	0.0	OFF	1888	0	0.00	0	68.4	68.4	68.4
10-11 PM	1341	0.0	OFF	1341	0	0.00	0	69.1	69.1	69.1
11PM-MID	830	0.0	OFF	830	0	0.00	0	69.7	69.7	69.7

"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	0.0175
MAIN ROUTE WITH WORKS	0.0146
'DIVERSION'	0.0019

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$111,341
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY EASTBOUND DIRECTION**

