

<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>AUGUST</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	913	0.0	OFF	913	0	0.00	0	69.6	69.6	69.6	
1-2 AM	704	0.0	OFF	704	0	0.00	0	69.9	69.9	69.9	
2-3 AM	559	0.0	OFF	559	0	0.00	0	70.0	70.0	70.0	
3-4 AM	389	0.0	OFF	389	0	0.00	0	70.2	70.2	70.2	
4-5 AM	805	0.0	OFF	805	0	0.00	0	69.7	69.7	69.7	
5-6 AM	2033	0.0	OFF	2033	0	0.00	0	68.2	68.2	68.2	
6-7 AM	4123	0.0	OFF	4123	0	0.00	0	62.7	62.7	62.7	
7-8 AM	5469	0.0	OFF	5469	0	0.00	0	53.5	53.5	53.5	
8-9 AM	4764	0.0	OFF	4764	0	0.00	0	58.3	58.3	58.3	
9-10 AM	4237	0.0	OFF	4237	0	0.00	0	61.9	61.9	61.9	
10-11 AM	4398	0.0	1499	1574	2824	16.97+	430	60.8	7.6	36.5	
11AM-NOON	4806	0.0	1499	1992	2813	15.52+	402	58.0	8.0	34.1	
NOON-1PM	4999	0.0	1499	1484	3516	16.34+	416	56.7	7.7	34.5	
1-2 PM	5100	0.0	1499	1498	3602	16.38+	417	56.0	7.6	33.7	
2-3 PM	5512	0.0	1500	1500	4012	16.25+	417	53.2	7.6	33.6	
3-4 PM	5442	0.0	OFF	5442	0	2.87	268	53.7	24.2	24.2	
4-5 PM	5279	0.0	OFF	5279	0	0.00	0	54.8	54.8	54.8	
5-6 PM	4680	0.0	OFF	4680	0	0.00	0	58.9	58.9	58.9	
6-7 PM	4456	0.0	OFF	4456	0	0.00	0	60.4	60.4	60.4	
7-8 PM	3472	0.0	OFF	3472	0	0.00	0	66.4	66.4	66.4	
8-9 PM	2978	0.0	OFF	2978	0	0.00	0	67.0	67.0	67.0	
9-10 PM	3067	0.0	OFF	3067	0	0.00	0	66.9	66.9	66.9	
10-11 PM	3044	0.0	OFF	3044	0	0.00	0	66.9	66.9	66.9	
11PM-MID	2369	0.0	OFF	2369	0	0.00	0	67.8	67.8	67.8	

"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	0.0279
MAIN ROUTE WITH WORKS	0.0218
'DIVERSION'	0.0130
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$91,540
CONGESTED HOURS PER DAY*	5

\*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)**

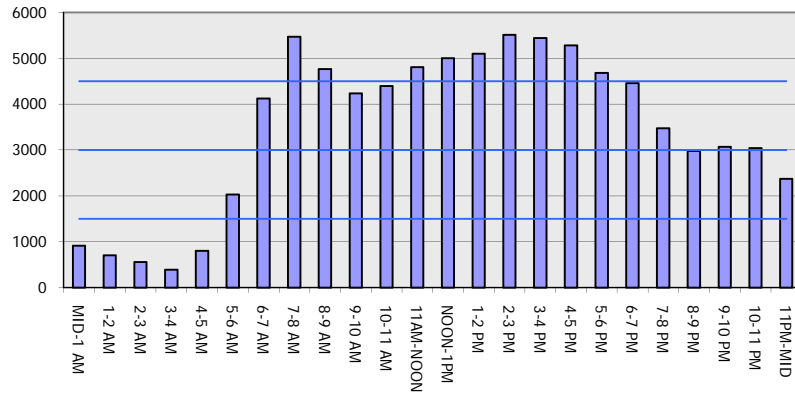
**AUGUST**

Analyzed for 2009  
Construction Season

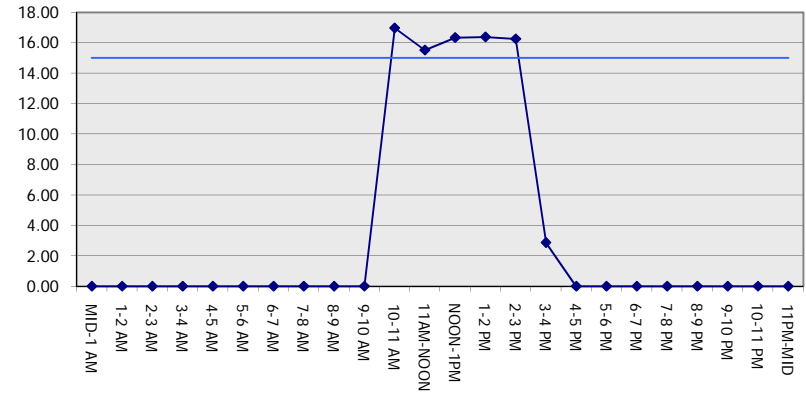
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

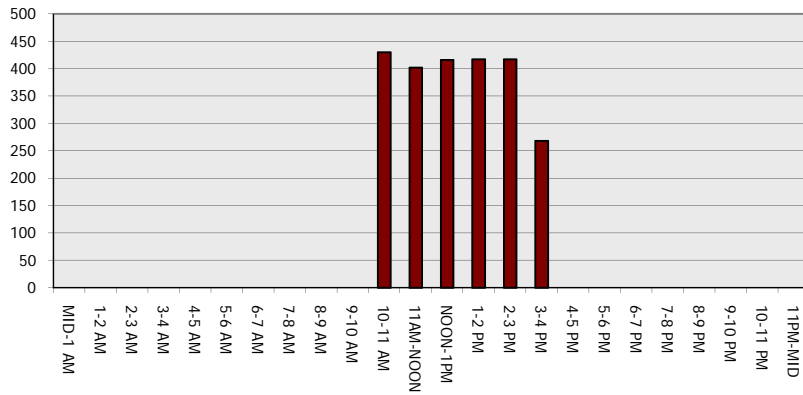
**Main Route - Traffic Demand (Vehicles Per Hour)**



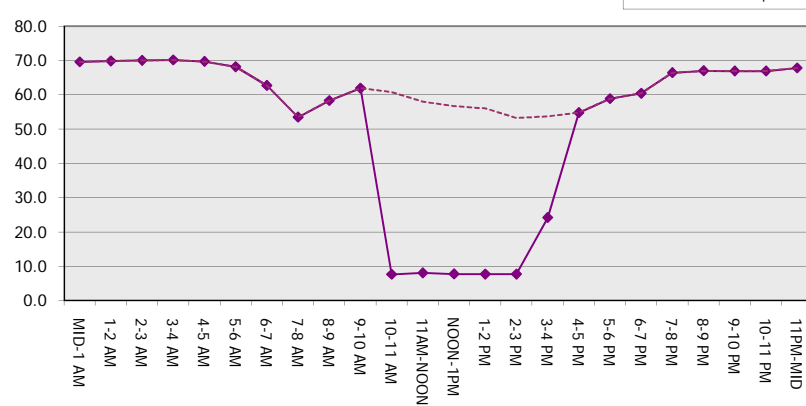
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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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	379	0.0	OFF	379	0	0.00	0	70.2	70.2	70.2
1-2 AM	244	0.0	OFF	244	0	0.00	0	70.2	70.2	70.2
2-3 AM	205	0.0	OFF	205	0	0.00	0	70.2	70.2	70.2
3-4 AM	308	0.0	OFF	308	0	0.00	0	70.2	70.2	70.2
4-5 AM	601	0.0	OFF	601	0	0.00	0	70.0	70.0	70.0
5-6 AM	1947	0.0	OFF	1947	0	0.00	0	68.3	68.3	68.3
6-7 AM	4016	0.0	OFF	4016	0	0.00	0	63.4	63.4	63.4
7-8 AM	4612	0.0	OFF	4612	0	0.00	0	59.4	59.4	59.4
8-9 AM	4227	0.0	OFF	4227	0	0.00	0	62.0	62.0	62.0
9-10 AM	3546	0.0	OFF	3546	0	0.00	0	66.3	66.3	66.3
10-11 AM	3427	0.0	1499	1571	1856	17.09+	427	66.4	7.6	36.6
11AM-NOON	3682	0.0	1499	1760	1922	15.06+	389	65.7	8.3	35.4
NOON-1PM	3695	0.0	1499	1509	2186	16.84+	416	65.6	7.6	31.7
1-2 PM	3926	0.0	1499	1500	2426	16.82+	417	64.0	7.6	31.6
2-3 PM	3963	0.0	1500	1500	2462	16.81+	417	63.8	7.6	31.6
3-4 PM	3960	0.0	OFF	3960	0	0.36	28	63.8	54.0	54.0
4-5 PM	3997	0.0	OFF	3997	0	0.00	0	63.5	63.5	63.5
5-6 PM	3865	0.0	OFF	3865	0	0.00	0	64.5	64.5	64.5
6-7 PM	3816	0.0	OFF	3816	0	0.00	0	64.8	64.8	64.8
7-8 PM	3392	0.0	OFF	3392	0	0.00	0	66.5	66.5	66.5
8-9 PM	2886	0.0	OFF	2886	0	0.00	0	67.1	67.1	67.1
9-10 PM	3028	0.0	OFF	3028	0	0.00	0	66.9	66.9	66.9
10-11 PM	2785	0.0	OFF	2785	0	0.00	0	67.3	67.3	67.3
11PM-MID	1970	0.0	OFF	1970	0	0.00	0	68.3	68.3	68.3

"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	0.0229
MAIN ROUTE WITH WORKS	0.0187
'DIVERSION'	0.0084

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$67,694
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)**

**AUGUST**  
Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY EASTBOUND DIRECTION**

