

<b>IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                  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	714	0.0	1500	714	0	0.99	24	69.9	47.2	42.6	
1-2 AM	465	0.0	1500	465	0	0.53	0	70.2	55.8	43.7	
2-3 AM	382	0.0	1500	382	0	0.52	0	70.2	56.0	44.0	
3-4 AM	382	0.0	1500	382	0	0.52	0	70.2	56.0	44.0	
4-5 AM	743	0.0	1500	743	0	0.56	0	69.8	54.9	42.6	
5-6 AM	2168	0.0	1499	2125	43	5.82+	210	68.1	18.5	30.8	
6-7 AM	4403	0.0	1500	1271	3131	15.75+	398	60.8	8.3	35.2	
7-8 AM	5601	0.0	1500	1500	4101	16.00+	408	52.6	8.1	30.8	
8-9 AM	4905	0.0	1500	1500	3405	16.24+	408	57.3	8.1	30.8	
9-10 AM	3586	0.0	1500	1500	2086	16.60+	408	66.3	8.1	30.8	
10-11 AM	3700	0.0	1500	1500	2200	16.58+	408	65.6	8.1	30.8	
11AM-NOON	4153	0.0	1500	1500	2653	16.46+	408	62.5	8.1	30.8	
NOON-1PM	4510	0.0	1500	1500	3010	16.36+	408	60.1	8.1	30.8	
1-2 PM	4631	0.0	1500	1500	3131	16.33+	408	59.2	8.1	30.8	
2-3 PM	5587	0.0	1500	1500	4087	16.01+	408	52.7	8.1	30.8	
3-4 PM	5571	0.0	1500	1500	4071	16.01+	408	52.8	8.1	30.8	
4-5 PM	5575	0.0	1500	1500	4075	16.01+	408	52.8	8.1	30.8	
5-6 PM	5503	0.0	1500	1500	4003	16.04+	408	53.3	8.1	30.8	
6-7 PM	4296	0.0	1500	1500	2796	16.42+	408	61.5	8.1	30.8	
7-8 PM	3088	0.0	1500	1502	1587	16.60+	407	66.9	8.1	30.8	
8-9 PM	2694	0.0	1500	1502	1192	16.55+	405	67.4	8.1	30.8	
9-10 PM	2781	0.0	1500	1502	1280	16.56+	406	67.3	8.1	30.8	
10-11 PM	2145	0.0	1500	1500	645	16.55+	405	68.1	8.1	30.8	
11PM-MID	1281	0.0	1499	1281	0	13.51+	337	69.1	9.4	31.5	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

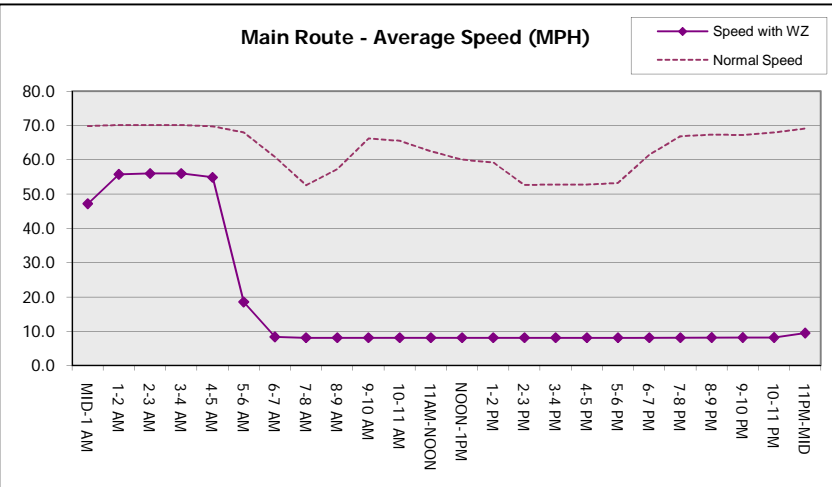
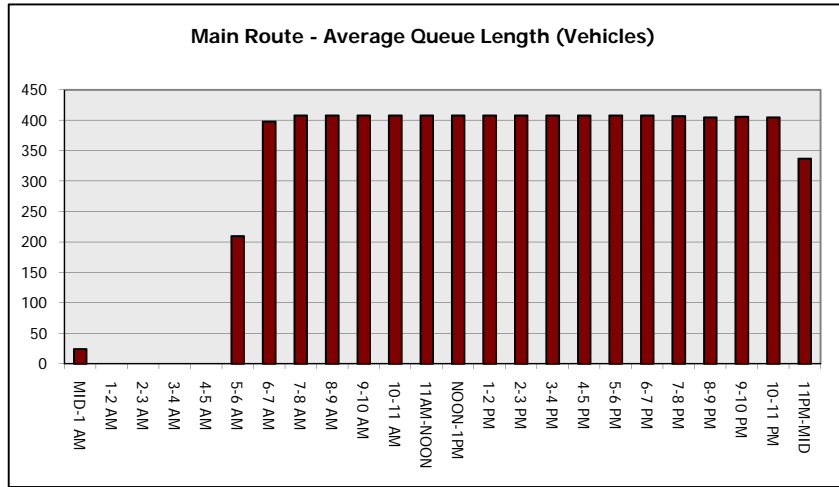
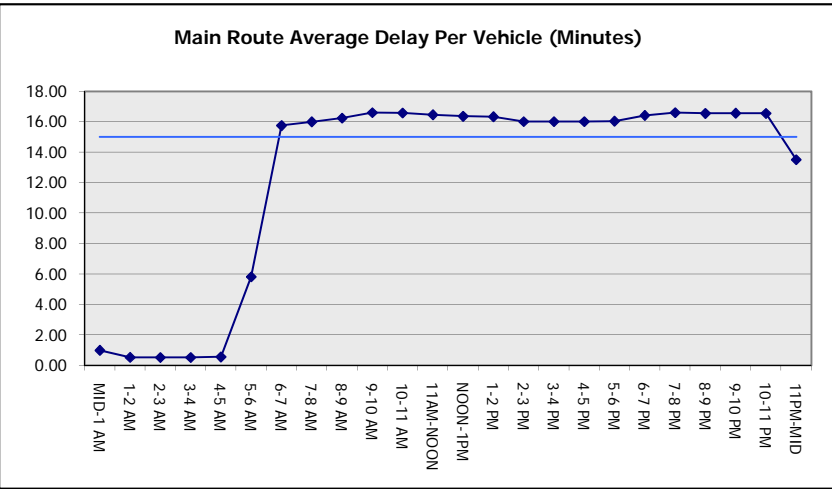
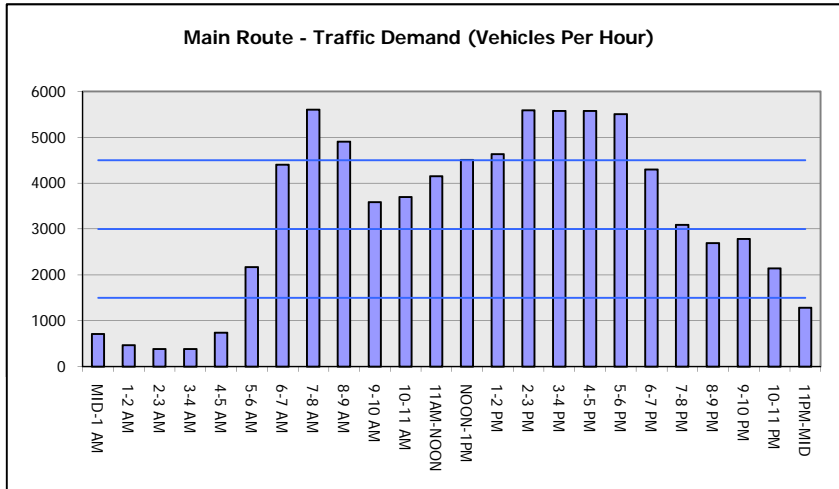
MAIN ROUTE WITHOUT WORKS	0.0301
MAIN ROUTE WITH WORKS	0.0099
'DIVERSION'	0.0420
PIA: Personal Injury Accidents	
<b>IMPACTS ON ROAD USERS</b>	
ROAD USER COSTS PER DAY	\$265,200
CONGESTED HOURS PER DAY*	19

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



<b>IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 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**

MON-THUR                      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	724	0.0	1500	724	0	1.58	63	69.9	39.5	42.2	
1-2 AM	384	0.0	1500	384	0	0.52	0	70.2	56.0	44.0	
2-3 AM	315	0.0	1500	315	0	0.51	0	70.2	56.2	44.2	
3-4 AM	294	0.0	1500	294	0	0.51	0	70.2	56.2	44.3	
4-5 AM	615	0.0	1500	615	0	0.55	0	70.0	55.3	43.1	
5-6 AM	2322	0.0	1499	2107	215	5.79+	211	67.9	18.5	30.8	
6-7 AM	5537	0.0	1500	1443	4094	15.61+	405	53.0	8.3	36.9	
7-8 AM	5955	0.0	1500	1500	4455	15.64+	408	50.2	8.2	34.7	
8-9 AM	5248	0.0	1500	1497	3751	15.90+	408	55.0	8.2	34.7	
9-10 AM	4080	0.0	1499	1488	2592	16.25+	407	63.0	8.2	34.3	
10-11 AM	3986	0.0	1499	1488	2498	16.32+	407	63.7	8.2	33.5	
11AM-NOON	4288	0.0	1499	1493	2795	16.29+	407	61.5	8.1	32.8	
NOON-1PM	4297	0.0	1499	1496	2801	16.31+	407	61.5	8.1	32.4	
1-2 PM	4351	0.0	1499	1498	2853	16.32+	408	61.1	8.1	32.2	
2-3 PM	4813	0.0	1500	1500	3313	16.19+	408	58.0	8.1	32.1	
3-4 PM	4979	0.0	1500	1500	3479	16.14+	408	56.8	8.1	32.1	
4-5 PM	5163	0.0	1500	1500	3663	16.08+	408	55.6	8.1	32.1	
5-6 PM	5499	0.0	1500	1500	3999	15.96+	408	53.3	8.1	32.1	
6-7 PM	4647	0.0	1500	1500	3147	16.24+	408	59.1	8.1	32.1	
7-8 PM	3481	0.0	1499	1488	1993	16.50+	407	66.4	8.1	31.9	
8-9 PM	3075	0.0	1499	1488	1587	16.56+	407	66.9	8.1	31.2	
9-10 PM	2980	0.0	1499	1488	1492	16.59+	407	67.0	8.1	30.8	
10-11 PM	2151	0.0	1499	1452	699	16.39+	401	68.1	8.1	30.8	
11PM-MID	1433	0.0	1499	1360	72	15.31+	374	68.9	8.6	30.8	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0308
MAIN ROUTE WITH WORKS	0.0098
'DIVERSION'	0.0438

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$271,150
CONGESTED HOURS PER DAY*	19

\*Delays Exceeding User-Specified Maximum

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 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

