

<b>IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	1556	0.0	3000	1556	0	0.34	0	68.8	59.1	49.7	
1-2 AM	1149	0.0	3000	1149	0	0.35	0	69.3	59.4	49.7	
2-3 AM	1193	0.0	3000	1193	0	0.35	0	69.2	59.3	49.7	
3-4 AM	605	0.0	3000	605	0	0.36	0	70.0	59.6	49.7	
4-5 AM	364	0.0	3000	364	0	0.36	0	70.2	59.7	49.7	
5-6 AM	470	0.0	3000	470	0	0.36	0	70.2	59.7	49.7	
6-7 AM	895	0.0	3000	895	0	0.35	0	69.6	59.5	49.7	
7-8 AM	1102	0.0	3000	1102	0	0.35	0	69.4	59.4	49.7	
8-9 AM	1498	0.0	3000	1498	0	0.34	0	68.9	59.2	49.7	
9-10 AM	2113	0.0	2999	2113	0	0.33	0	68.1	58.8	49.7	
10-11 AM	2892	0.0	2999	2892	0	0.76	8	67.1	49.5	39.7	
11AM-NOON	3512	0.0	3000	3512	0	4.69	259	66.4	21.4	37.3	
NOON-1PM	3838	0.0	3000	3372	466	15.35+	817	64.6	11.0	37.3	
1-2 PM	3740	0.0	2999	2984	756	16.61+	879	65.3	10.7	37.3	
2-3 PM	3788	0.0	2999	2991	797	16.60+	879	65.0	10.7	37.3	
3-4 PM	3731	0.0	2999	2995	736	16.61+	879	65.4	10.7	37.3	
4-5 PM	3598	0.0	2999	2996	601	16.63+	878	66.3	10.7	37.3	
5-6 PM	3227	0.0	3000	2997	230	16.60+	875	66.7	10.7	37.3	
6-7 PM	2876	0.0	2999	2869	7	15.94+	838	67.1	10.9	37.3	
7-8 PM	2380	0.0	2999	2380	0	8.45	473	67.8	15.1	40.2	
8-9 PM	1776	0.0	3000	1776	0	0.43	7	68.5	56.9	49.7	
9-10 PM	1675	0.0	3000	1675	0	0.34	0	68.7	59.1	49.7	
10-11 PM	1411	0.0	3000	1411	0	0.34	0	69.0	59.2	49.7	
11PM-MID	1047	0.0	3000	1047	0	0.35	0	69.4	59.4	49.7	

+ 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	0.0193
MAIN ROUTE WITH WORKS	0.0148
'DIVERSION'	0.0032
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$127,277
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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

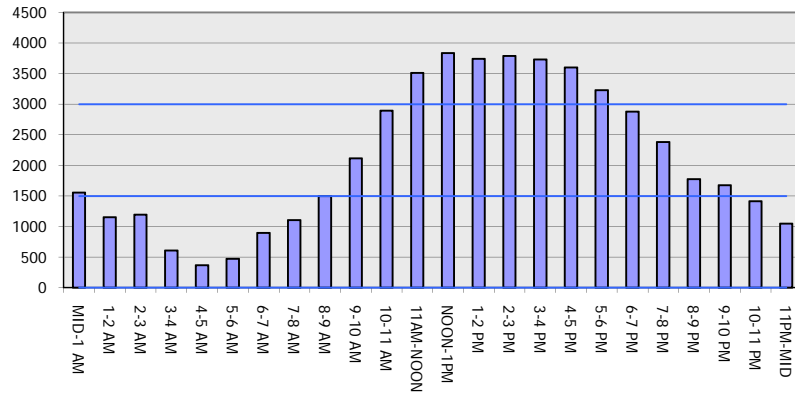
**OCTOBER**

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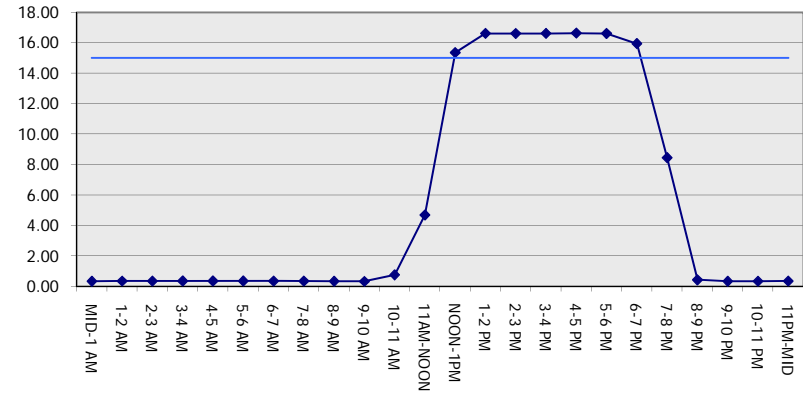
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY WESTBOUND DIRECTION**

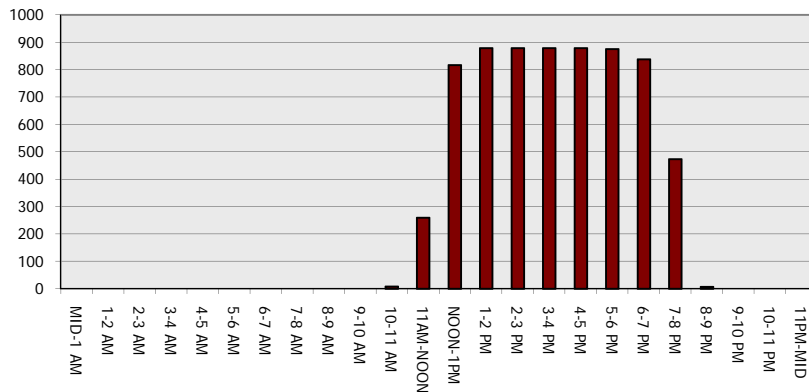
**Main Route - Traffic Demand (Vehicles Per Hour)**



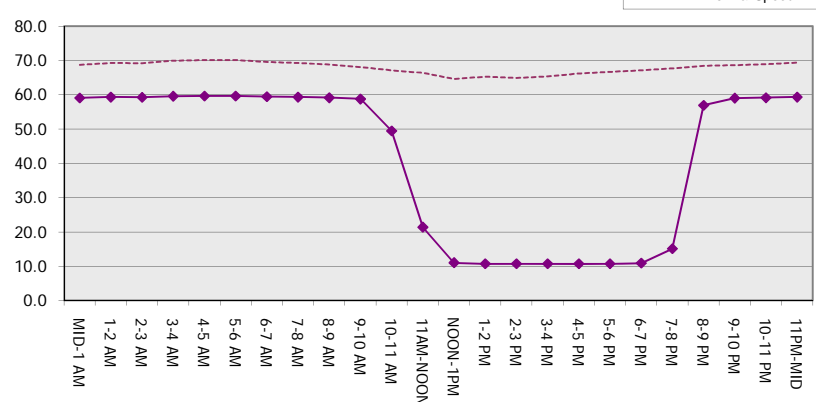
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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

**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	1293	0.0	3000	1293	0	0.35	0	69.1	59.2	49.7
1-2 AM	744	0.0	3000	744	0	0.35	0	69.8	59.6	49.7
2-3 AM	586	0.0	3000	586	0	0.36	0	70.0	59.6	49.7
3-4 AM	343	0.0	3000	343	0	0.36	0	70.2	59.7	49.7
4-5 AM	272	0.0	3000	272	0	0.36	0	70.2	59.7	49.7
5-6 AM	457	0.0	3000	457	0	0.36	0	70.2	59.7	49.7
6-7 AM	903	0.0	3000	903	0	0.35	0	69.6	59.5	49.7
7-8 AM	1199	0.0	3000	1199	0	0.35	0	69.2	59.3	49.7
8-9 AM	1599	0.0	3000	1599	0	0.34	0	68.7	59.1	49.7
9-10 AM	2165	0.0	3000	2165	0	0.33	0	68.1	58.8	49.7
10-11 AM	2630	0.0	2999	2630	0	0.49	0	67.4	55.0	44.0
11AM-NOON	2992	0.0	2999	2992	0	0.87	10	67.0	47.6	38.1
NOON-1PM	3392	0.0	3000	3392	0	4.28	223	66.5	22.4	37.3
1-2 PM	3509	0.0	3000	3505	4	12.97+	689	66.4	11.9	37.3
2-3 PM	3412	0.0	2999	2950	463	16.57+	874	66.5	10.7	37.3
3-4 PM	3572	0.0	2999	2995	577	16.63+	878	66.3	10.7	37.3
4-5 PM	3616	0.0	2999	2997	619	16.63+	878	66.1	10.7	37.3
5-6 PM	3633	0.0	3000	2998	634	16.63+	878	66.0	10.7	37.3
6-7 PM	3750	0.0	2999	2999	751	16.60+	879	65.2	10.7	37.3
7-8 PM	2951	0.0	3000	2874	78	16.06+	845	67.1	10.8	37.3
8-9 PM	2136	0.0	2999	2136	0	4.58	361	68.1	22.9	44.1
9-10 PM	1881	0.0	3000	1881	0	0.34	0	68.4	58.9	49.7
10-11 PM	1411	0.0	3000	1411	0	0.34	0	69.0	59.2	49.7
11PM-MID	1077	0.0	3000	1077	0	0.35	0	69.4	59.4	49.7

+ 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	0.0189
MAIN ROUTE WITH WORKS	0.0146
'DIVERSION'	0.0028

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$120,139
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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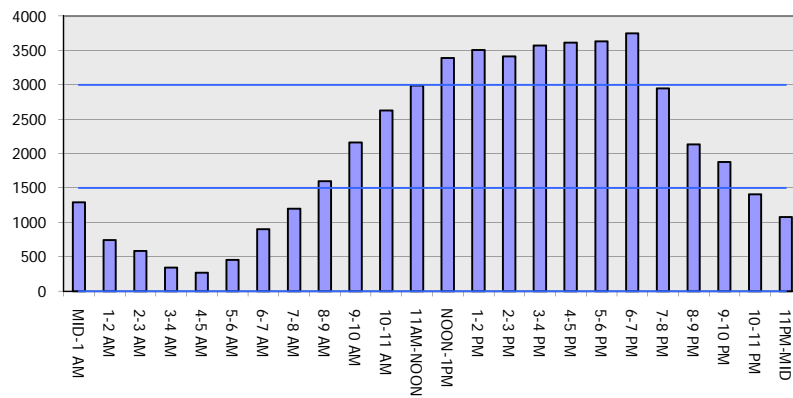
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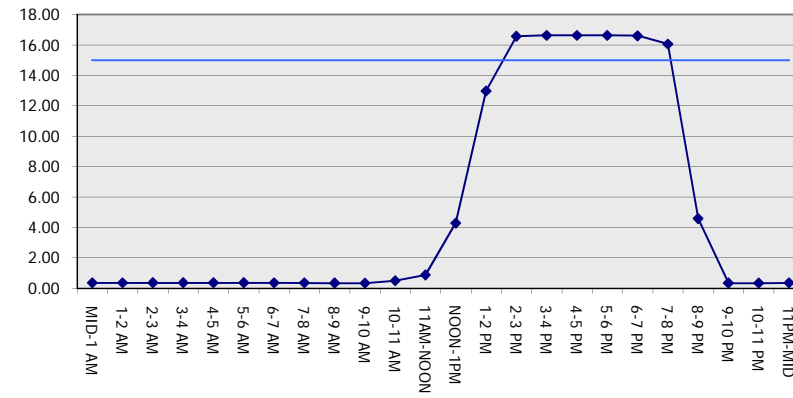
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY EASTBOUND DIRECTION**

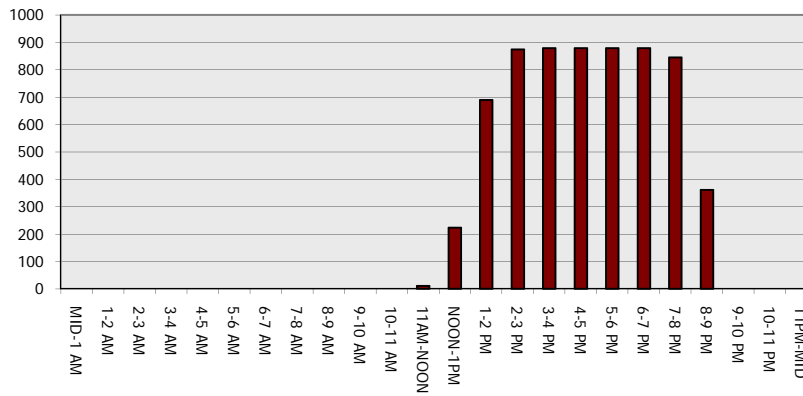
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

