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| IH 794: IH 43 TO LINCOLN MEMORIAL DR (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | 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 | 422 | 0.0 | 3000 | 422 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 1-2 AM | 396 | 0.0 | 3000 | 396 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 2-3 AM | 324 | 0.0 | 3000 | 324 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 3-4 AM | 207 | 0.0 | 3000 | 207 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 4-5 AM | 206 | 0.0 | 3000 | 206 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 5-6 AM | 307 | 0.0 | 3000 | 307 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 6-7 AM | 554 | 0.0 | 3000 | 554 | 0 | 0.18 | 0 | 70.0 | 57.8 | 49.7 |
| 7-8 AM | 879 | 0.0 | 3000 | 879 | 0 | 0.18 | 0 | 69.6 | 57.7 | 49.7 |
| 8-9 AM | 1086 | 0.0 | 3000 | 1086 | 0 | 0.18 | 0 | 69.4 | 57.6 | 49.7 |
| 9-10 AM | 1252 | 0.0 | 3000 | 1252 | 0 | 0.18 | 0 | 69.2 | 57.6 | 49.7 |
| 10-11 AM | 1456 | 0.0 | 3000 | 1456 | 0 | 0.17 | 0 | 68.9 | 57.4 | 49.7 |
| 11AM-NOON | 1546 | 0.0 | 3000 | 1546 | 0 | 0.17 | 0 | 68.8 | 57.4 | 49.7 |
| NOON-1PM | 1503 | 0.0 | 3000 | 1503 | 0 | 0.17 | 0 | 68.9 | 57.4 | 49.7 |
| 1-2 PM | 1467 | 0.0 | 3000 | 1467 | 0 | 0.17 | 0 | 68.9 | 57.4 | 49.7 |
| 2-3 PM | 1481 | 0.0 | 3000 | 1481 | 0 | 0.17 | 0 | 68.9 | 57.4 | 49.7 |
| 3-4 PM | 1393 | 0.0 | 3000 | 1393 | 0 | 0.17 | 0 | 69.0 | 57.5 | 49.7 |
| 4-5 PM | 1303 | 0.0 | 3000 | 1303 | 0 | 0.18 | 0 | 69.1 | 57.5 | 49.7 |
| 5-6 PM | 1034 | 0.0 | 3000 | 1034 | 0 | 0.18 | 0 | 69.4 | 57.6 | 49.7 |
| 6-7 PM | 1036 | 0.0 | 3000 | 1036 | 0 | 0.18 | 0 | 69.4 | 57.6 | 49.7 |
| 7-8 PM | 818 | 0.0 | 3000 | 818 | 0 | 0.18 | 0 | 69.7 | 57.7 | 49.7 |
| 8-9 PM | 843 | 0.0 | 3000 | 843 | 0 | 0.18 | 0 | 69.7 | 57.7 | 49.7 |
| 9-10 PM | 849 | 0.0 | 3000 | 849 | 0 | 0.18 | 0 | 69.7 | 57.7 | 49.7 |
| 10-11 PM | 841 | 0.0 | 3000 | 841 | 0 | 0.18 | 0 | 69.7 | 57.7 | 49.7 |
| 11PM-MID | 674 | 0.0 | 3000 | 674 | 0 | 0.18 | 0 | 69.9 | 57.8 | 49.7 |

----- 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 | 0.0035 |
| MAIN ROUTE WITH WORKS | 0.0011 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

| | |
|--------------------------|---------|
| ROAD USER COSTS PER DAY | \$1,086 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

**IH 794: IH 43 TO LINCOLN MEMORIAL DR (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

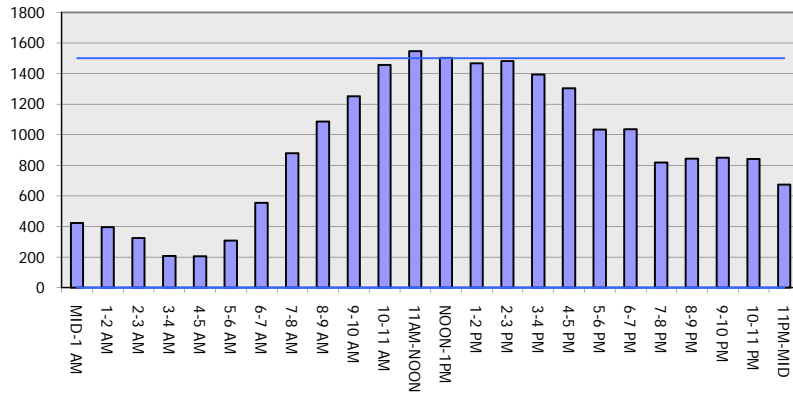
OCTOBER

Analyzed for 2009
Construction Season

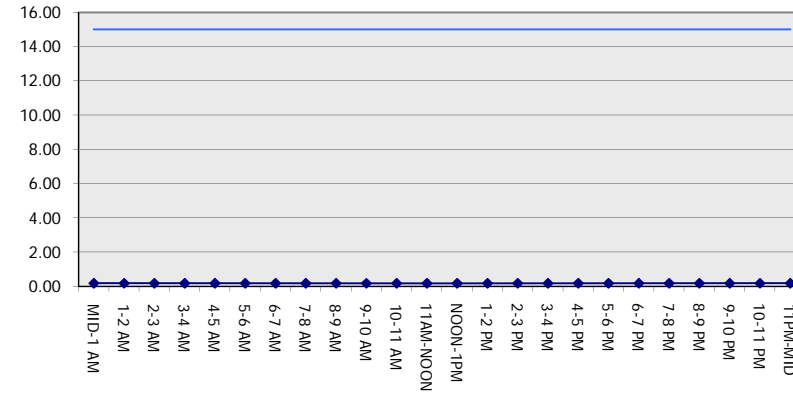
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

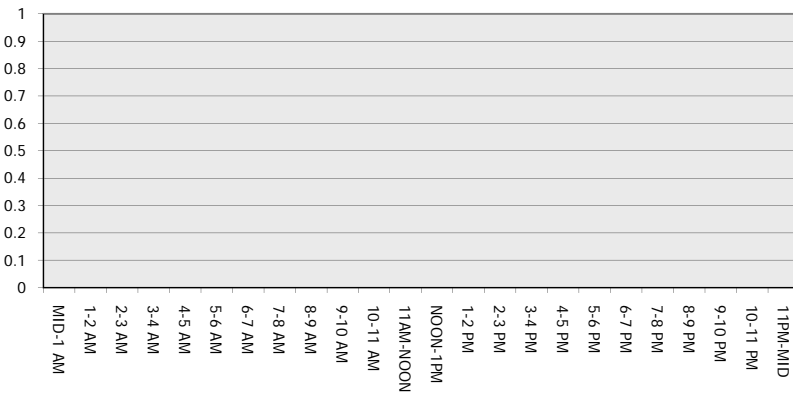
Main Route - Traffic Demand (Vehicles Per Hour)



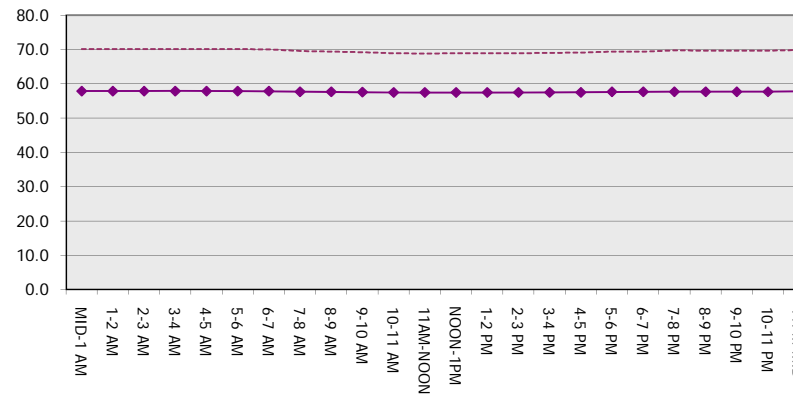
Main Route Average Delay Per Vehicle (Minutes)



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

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 | 756 | 0.0 | 3000 | 756 | 0 | 0.18 | 0 | 69.8 | 57.8 | 49.7 |
| 1-2 AM | 406 | 0.0 | 3000 | 406 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 2-3 AM | 336 | 0.0 | 3000 | 336 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 3-4 AM | 270 | 0.0 | 3000 | 270 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 4-5 AM | 304 | 0.0 | 3000 | 304 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 5-6 AM | 736 | 0.0 | 3000 | 736 | 0 | 0.18 | 0 | 69.8 | 57.8 | 49.7 |
| 6-7 AM | 1081 | 0.0 | 3000 | 1081 | 0 | 0.18 | 0 | 69.4 | 57.6 | 49.7 |
| 7-8 AM | 1611 | 0.0 | 3000 | 1611 | 0 | 0.17 | 0 | 68.7 | 57.4 | 49.7 |
| 8-9 AM | 2196 | 0.0 | 3000 | 2196 | 0 | 0.17 | 0 | 68.0 | 57.1 | 49.7 |
| 9-10 AM | 2318 | 0.0 | 3000 | 2318 | 0 | 0.17 | 0 | 67.9 | 57.1 | 49.7 |
| 10-11 AM | 2563 | 0.0 | 3000 | 2563 | 0 | 0.22 | 0 | 67.6 | 53.9 | 45.3 |
| 11AM-NOON | 2760 | 0.0 | 3000 | 2760 | 0 | 0.29 | 0 | 67.3 | 50.8 | 41.3 |
| NOON-1PM | 2910 | 0.0 | 3000 | 2910 | 0 | 0.34 | 0 | 67.1 | 48.7 | 38.7 |
| 1-2 PM | 2821 | 0.0 | 2999 | 2821 | 0 | 0.31 | 0 | 67.3 | 49.9 | 40.2 |
| 2-3 PM | 3000 | 0.0 | 2999 | 3000 | 0 | 0.45 | 5 | 67.0 | 44.5 | 37.6 |
| 3-4 PM | 3179 | 0.0 | 3000 | 3179 | 0 | 2.02 | 102 | 66.8 | 21.1 | 37.3 |
| 4-5 PM | 3311 | 0.0 | 3000 | 3311 | 0 | 6.47 | 345 | 66.6 | 11.4 | 37.3 |
| 5-6 PM | 3555 | 0.0 | 3000 | 3393 | 162 | 14.08+ | 763 | 66.3 | 8.7 | 37.3 |
| 6-7 PM | 3535 | 0.0 | 3000 | 3005 | 531 | 16.94+ | 914 | 66.3 | 8.3 | 37.3 |
| 7-8 PM | 2650 | 0.0 | 2999 | 2650 | 0 | 14.45+ | 779 | 67.4 | 8.6 | 37.3 |
| 8-9 PM | 2133 | 0.0 | 2999 | 2133 | 0 | 1.48 | 191 | 68.1 | 29.1 | 46.6 |
| 9-10 PM | 2204 | 0.0 | 3000 | 2204 | 0 | 0.17 | 0 | 68.0 | 57.1 | 49.7 |
| 10-11 PM | 1998 | 0.0 | 3000 | 1998 | 0 | 0.17 | 0 | 68.2 | 57.2 | 49.7 |
| 11PM-MID | 1486 | 0.0 | 3000 | 1486 | 0 | 0.17 | 0 | 68.9 | 57.4 | 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 | 0.0077 |
| MAIN ROUTE WITH WORKS | 0.0024 |
| 'DIVERSION' | 0.0003 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$52,629 |
| CONGESTED HOURS PER DAY* | 3 |

*Delays Exceeding User-Specified Maximum

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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

