

| | |
|--|--|
| IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 3000 | 1588 | 0 | 0.34 | 0 | 68.7 | 57.9 | 49.7 |
| 1-2 AM | 1452 | 0.0 | 3000 | 1452 | 0 | 0.34 | 0 | 68.9 | 58.0 | 49.7 |
| 2-3 AM | 935 | 0.0 | 3000 | 935 | 0 | 0.35 | 0 | 69.6 | 58.2 | 49.7 |
| 3-4 AM | 529 | 0.0 | 3000 | 529 | 0 | 0.36 | 0 | 70.0 | 58.4 | 49.7 |
| 4-5 AM | 562 | 0.0 | 3000 | 562 | 0 | 0.36 | 0 | 70.0 | 58.4 | 49.7 |
| 5-6 AM | 899 | 0.0 | 3000 | 899 | 0 | 0.35 | 0 | 69.6 | 58.2 | 49.7 |
| 6-7 AM | 1228 | 0.0 | 3000 | 1228 | 0 | 0.35 | 0 | 69.2 | 58.1 | 49.7 |
| 7-8 AM | 1708 | 0.0 | 3000 | 1708 | 0 | 0.34 | 0 | 68.6 | 57.9 | 49.7 |
| 8-9 AM | 2419 | 0.0 | 2999 | 2419 | 0 | 0.41 | 0 | 67.8 | 55.6 | 46.8 |
| 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 | 2999 | 2513 | 0 | 11.21+ | 593 | 67.6 | 12.2 | 37.6 |
| 8-9 PM | 2194 | 0.0 | 3000 | 2194 | 0 | 1.09 | 74 | 68.0 | 42.8 | 47.8 |
| 9-10 PM | 1795 | 0.0 | 3000 | 1795 | 0 | 0.34 | 0 | 68.5 | 57.9 | 49.7 |
| 10-11 PM | 1332 | 0.0 | 3000 | 1332 | 0 | 0.35 | 0 | 69.1 | 58.1 | 49.7 |
| 11PM-MID | 911 | 0.0 | 3000 | 911 | 0 | 0.35 | 0 | 69.6 | 58.2 | 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 |

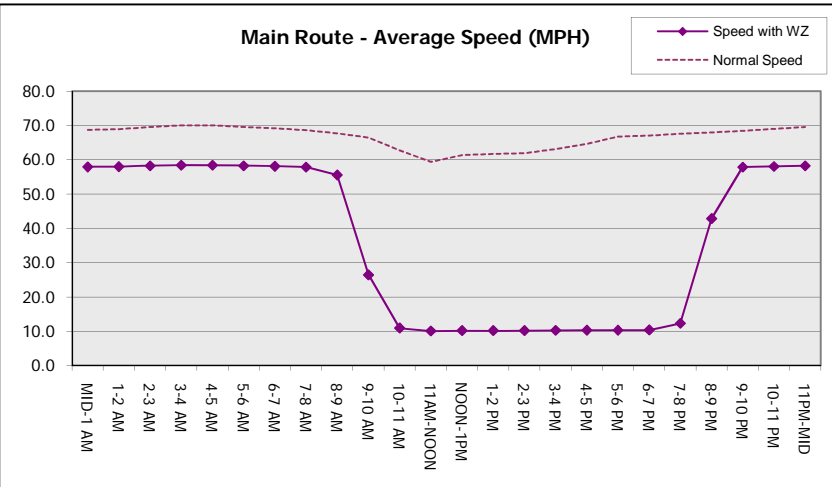
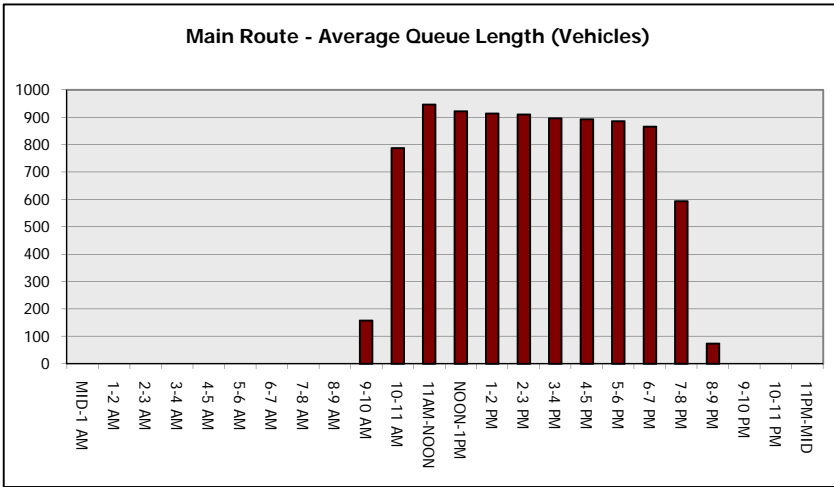
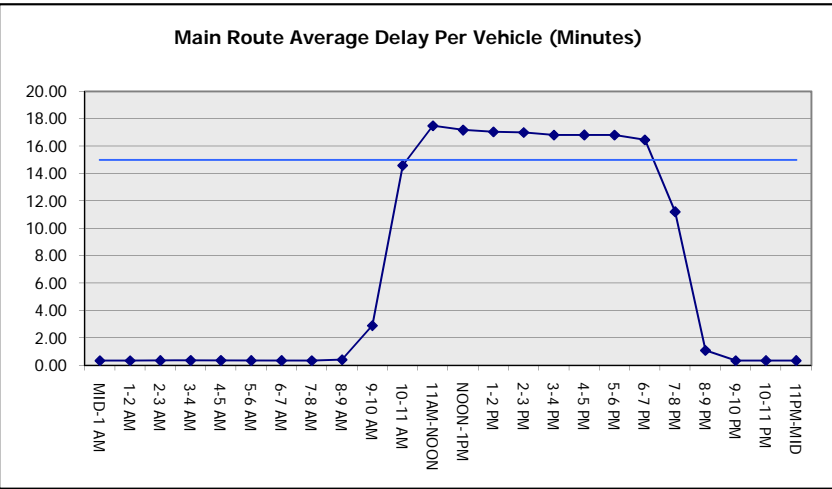
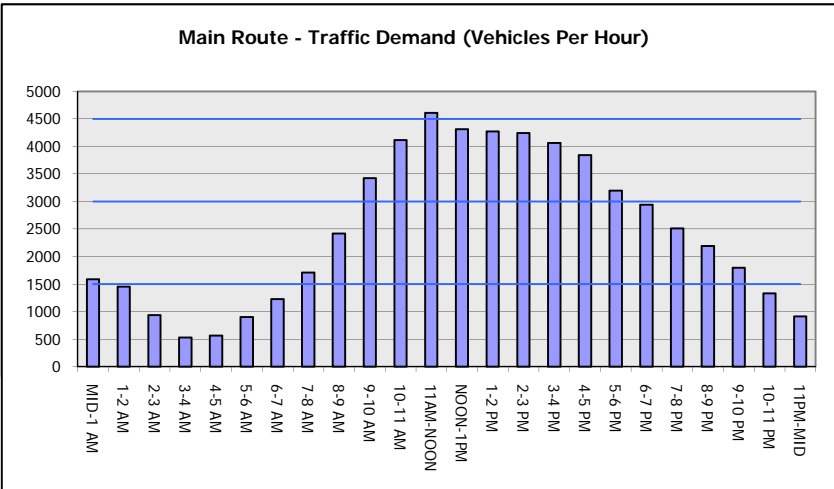
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|-----------|
| MAIN ROUTE WITHOUT WORKS | 0.0198 |
| MAIN ROUTE WITH WORKS | 0.0136 |
| 'DIVERSION' | 0.0064 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$180,992 |
| CONGESTED HOURS PER DAY* | 10 |

*Delays Exceeding User-Specified Maximum

**IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION



| | |
|--|--|
| IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 998 | 0.0 | 3000 | 998 | 0 | 0.35 | 0 | 69.5 | 58.2 | 49.7 |
| 1-2 AM | 799 | 0.0 | 3000 | 799 | 0 | 0.35 | 0 | 69.7 | 58.3 | 49.7 |
| 2-3 AM | 641 | 0.0 | 3000 | 641 | 0 | 0.36 | 0 | 69.9 | 58.4 | 49.7 |
| 3-4 AM | 554 | 0.0 | 3000 | 554 | 0 | 0.36 | 0 | 70.0 | 58.4 | 49.7 |
| 4-5 AM | 593 | 0.0 | 3000 | 593 | 0 | 0.36 | 0 | 70.0 | 58.4 | 49.7 |
| 5-6 AM | 917 | 0.0 | 3000 | 917 | 0 | 0.35 | 0 | 69.6 | 58.2 | 49.7 |
| 6-7 AM | 1429 | 0.0 | 3000 | 1429 | 0 | 0.34 | 0 | 68.9 | 58.0 | 49.7 |
| 7-8 AM | 1928 | 0.0 | 3000 | 1928 | 0 | 0.34 | 0 | 68.3 | 57.8 | 49.7 |
| 8-9 AM | 2342 | 0.0 | 3000 | 2342 | 0 | 0.33 | 0 | 67.8 | 57.6 | 49.7 |
| 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 | 2999 | 2752 | 0 | 13.40+ | 700 | 67.3 | 11.2 | 37.3 |
| 8-9 PM | 2298 | 0.0 | 2999 | 2298 | 0 | 3.07 | 246 | 67.9 | 26.7 | 44.2 |
| 9-10 PM | 1888 | 0.0 | 3000 | 1888 | 0 | 0.34 | 0 | 68.4 | 57.8 | 49.7 |
| 10-11 PM | 1341 | 0.0 | 3000 | 1341 | 0 | 0.35 | 0 | 69.1 | 58.1 | 49.7 |
| 11PM-MID | 830 | 0.0 | 3000 | 830 | 0 | 0.35 | 0 | 69.7 | 58.3 | 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 | 0.0175 |
| MAIN ROUTE WITH WORKS | 0.0134 |
| 'DIVERSION' | 0.0019 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$127,285 |
| CONGESTED HOURS PER DAY* | 8 |

*Delays Exceeding User-Specified Maximum

**IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

