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| IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 909 | 0.0 | 3000 | 909 | 0 | 0.35 | 0 | 69.6 | 58.2 | 49.7 |
| 1-2 AM | 634 | 0.0 | 3000 | 634 | 0 | 0.36 | 0 | 69.9 | 58.4 | 49.7 |
| 2-3 AM | 480 | 0.0 | 3000 | 480 | 0 | 0.36 | 0 | 70.1 | 58.4 | 49.7 |
| 3-4 AM | 423 | 0.0 | 3000 | 423 | 0 | 0.36 | 0 | 70.2 | 58.5 | 49.7 |
| 4-5 AM | 750 | 0.0 | 3000 | 750 | 0 | 0.35 | 0 | 69.8 | 58.3 | 49.7 |
| 5-6 AM | 2083 | 0.0 | 2999 | 2083 | 0 | 0.38 | 0 | 68.1 | 56.6 | 47.9 |
| 6-7 AM | 4309 | 0.0 | 2999 | 4074 | 235 | 8.17+ | 511 | 61.4 | 14.8 | 37.3 |
| 7-8 AM | 5349 | 0.0 | 3000 | 2910 | 2439 | 17.18+ | 947 | 54.3 | 10.0 | 37.3 |
| 8-9 AM | 4711 | 0.0 | 2999 | 2958 | 1753 | 17.52+ | 949 | 58.7 | 10.0 | 37.3 |
| 9-10 AM | 4031 | 0.0 | 3000 | 2958 | 1073 | 16.89+ | 900 | 63.3 | 10.2 | 37.3 |
| 10-11 AM | 4097 | 0.0 | 2999 | 3003 | 1095 | 16.83+ | 898 | 62.8 | 10.2 | 37.3 |
| 11AM-NOON | 4654 | 0.0 | 2999 | 3046 | 1608 | 17.46+ | 945 | 59.1 | 10.0 | 37.3 |
| NOON-1PM | 4699 | 0.0 | 3000 | 3000 | 1699 | 17.59+ | 953 | 58.7 | 10.0 | 37.3 |
| 1-2 PM | 4778 | 0.0 | 3000 | 3000 | 1777 | 17.55+ | 953 | 58.2 | 10.0 | 37.3 |
| 2-3 PM | 5437 | 0.0 | 3000 | 3000 | 2437 | 17.25+ | 953 | 53.7 | 10.0 | 37.3 |
| 3-4 PM | 5186 | 0.0 | 3000 | 3000 | 2185 | 17.37+ | 953 | 55.5 | 10.0 | 37.3 |
| 4-5 PM | 5290 | 0.0 | 3000 | 3000 | 2290 | 17.32+ | 953 | 54.7 | 10.0 | 37.3 |
| 5-6 PM | 5228 | 0.0 | 3000 | 3000 | 2227 | 17.35+ | 953 | 55.1 | 10.0 | 37.3 |
| 6-7 PM | 4855 | 0.0 | 3000 | 3000 | 1855 | 17.49+ | 951 | 57.7 | 10.0 | 37.3 |
| 7-8 PM | 3199 | 0.0 | 3000 | 2887 | 311 | 16.66+ | 878 | 66.8 | 10.3 | 37.3 |
| 8-9 PM | 2688 | 0.0 | 2999 | 2688 | 0 | 13.38+ | 700 | 67.4 | 11.2 | 37.3 |
| 9-10 PM | 2580 | 0.0 | 3000 | 2580 | 0 | 6.37 | 338 | 67.5 | 16.4 | 38.9 |
| 10-11 PM | 1948 | 0.0 | 3000 | 1948 | 0 | 0.41 | 6 | 68.3 | 55.8 | 49.7 |
| 11PM-MID | 1442 | 0.0 | 3000 | 1442 | 0 | 0.34 | 0 | 68.9 | 58.0 | 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 |

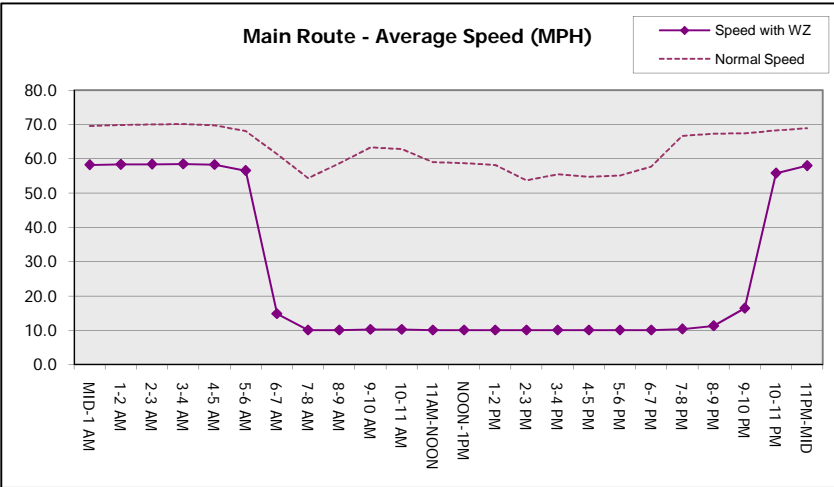
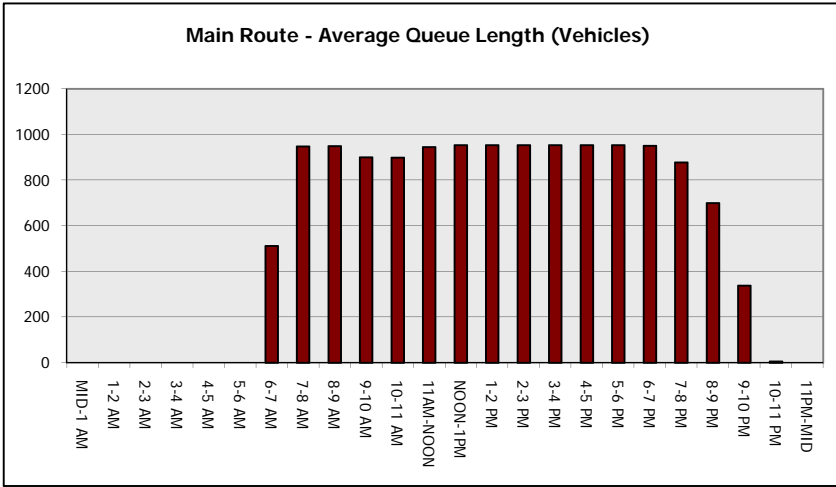
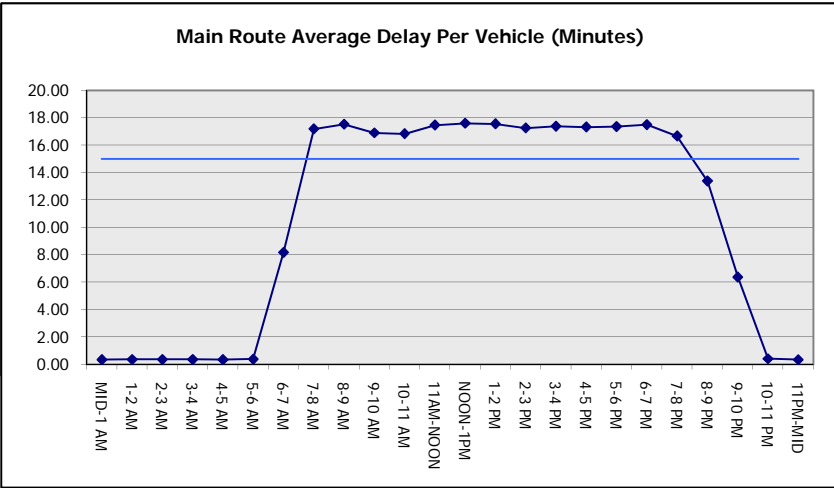
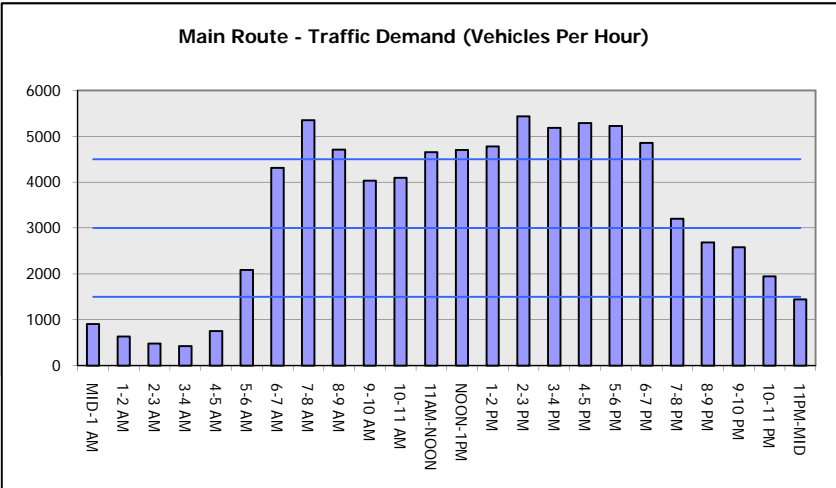
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|-----------|
| MAIN ROUTE WITHOUT WORKS | 0.0267 |
| MAIN ROUTE WITH WORKS | 0.0152 |
| 'DIVERSION' | 0.0178 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$255,428 |
| CONGESTED HOURS PER DAY* | 15 |

*Delays Exceeding User-Specified Maximum

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

AUGUST
Analyzed for 2009
Construction Season

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



| | |
|--|--|
| IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 675 | 0.0 | 3000 | 675 | 0 | 0.36 | 0 | 69.9 | 58.4 | 49.7 |
| 1-2 AM | 388 | 0.0 | 3000 | 388 | 0 | 0.36 | 0 | 70.2 | 58.5 | 49.7 |
| 2-3 AM | 300 | 0.0 | 3000 | 300 | 0 | 0.36 | 0 | 70.2 | 58.5 | 49.7 |
| 3-4 AM | 328 | 0.0 | 3000 | 328 | 0 | 0.36 | 0 | 70.2 | 58.5 | 49.7 |
| 4-5 AM | 582 | 0.0 | 3000 | 582 | 0 | 0.36 | 0 | 70.0 | 58.4 | 49.7 |
| 5-6 AM | 2080 | 0.0 | 2999 | 2080 | 0 | 0.38 | 0 | 68.1 | 56.5 | 47.9 |
| 6-7 AM | 4187 | 0.0 | 2999 | 4112 | 76 | 8.07+ | 504 | 62.2 | 14.9 | 37.3 |
| 7-8 AM | 4506 | 0.0 | 3000 | 2828 | 1677 | 17.45+ | 941 | 60.1 | 10.1 | 37.3 |
| 8-9 AM | 4356 | 0.0 | 2999 | 2970 | 1386 | 17.22+ | 925 | 61.1 | 10.1 | 37.3 |
| 9-10 AM | 3648 | 0.0 | 3000 | 2991 | 657 | 16.85+ | 891 | 66.0 | 10.2 | 37.3 |
| 10-11 AM | 3278 | 0.0 | 2999 | 2994 | 285 | 16.82+ | 887 | 66.6 | 10.2 | 37.3 |
| 11AM-NOON | 3471 | 0.0 | 2999 | 2997 | 473 | 16.84+ | 889 | 66.4 | 10.2 | 37.3 |
| NOON-1PM | 3341 | 0.0 | 3000 | 2998 | 343 | 16.83+ | 888 | 66.6 | 10.2 | 37.3 |
| 1-2 PM | 3505 | 0.0 | 2999 | 3000 | 506 | 16.84+ | 889 | 66.4 | 10.2 | 37.3 |
| 2-3 PM | 3741 | 0.0 | 3000 | 3001 | 740 | 16.83+ | 891 | 65.3 | 10.2 | 37.3 |
| 3-4 PM | 3650 | 0.0 | 3000 | 3000 | 650 | 16.85+ | 890 | 66.0 | 10.2 | 37.3 |
| 4-5 PM | 4043 | 0.0 | 2999 | 3004 | 1039 | 16.79+ | 894 | 63.2 | 10.2 | 37.3 |
| 5-6 PM | 4113 | 0.0 | 3000 | 3006 | 1107 | 16.83+ | 898 | 62.8 | 10.2 | 37.3 |
| 6-7 PM | 3430 | 0.0 | 3000 | 2994 | 436 | 16.84+ | 888 | 66.4 | 10.2 | 37.3 |
| 7-8 PM | 2794 | 0.0 | 2999 | 2787 | 7 | 15.70+ | 826 | 67.3 | 10.6 | 37.3 |
| 8-9 PM | 2164 | 0.0 | 2999 | 2164 | 0 | 3.41 | 291 | 68.1 | 25.6 | 45.1 |
| 9-10 PM | 2361 | 0.0 | 3000 | 2361 | 0 | 0.33 | 0 | 67.8 | 57.6 | 49.7 |
| 10-11 PM | 1752 | 0.0 | 3000 | 1752 | 0 | 0.34 | 0 | 68.6 | 57.9 | 49.7 |
| 11PM-MID | 1096 | 0.0 | 3000 | 1096 | 0 | 0.35 | 0 | 69.4 | 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 | 0.0213 |
| MAIN ROUTE WITH WORKS | 0.0146 |
| 'DIVERSION' | 0.0073 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$188,436 |
| CONGESTED HOURS PER DAY* | 14 |

*Delays Exceeding User-Specified Maximum

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

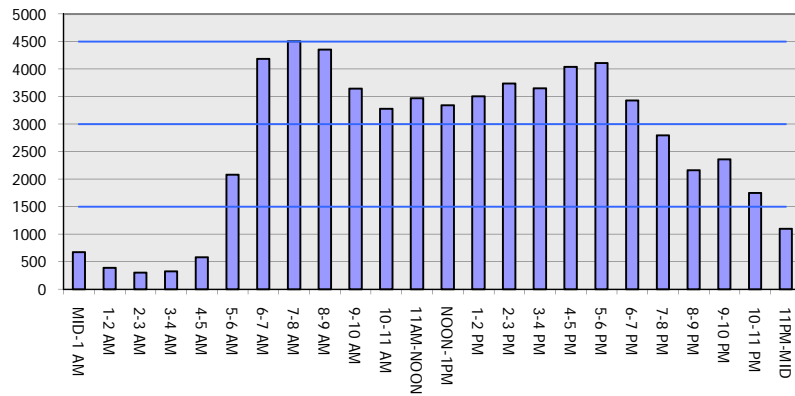
AUGUST

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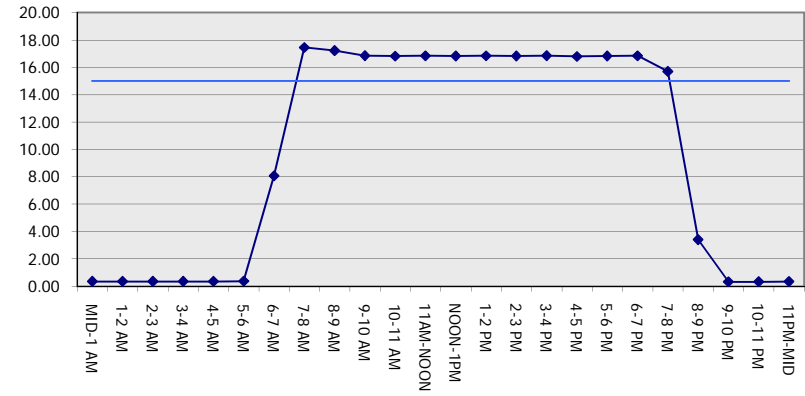
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION

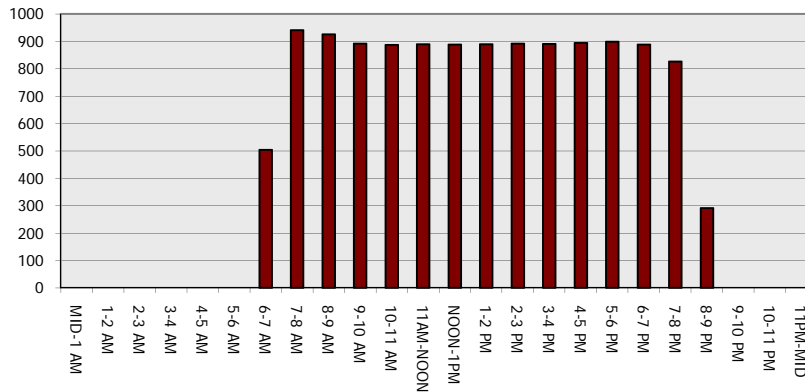
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

