

<b>IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</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	2150	0.0	OFF	2150	0	0.00	0	68.1	68.1	68.1	
1-2 AM	1412	0.0	OFF	1412	0	0.00	0	69.0	69.0	69.0	
2-3 AM	1138	0.0	OFF	1138	0	0.00	0	69.3	69.3	69.3	
3-4 AM	592	0.0	OFF	592	0	0.00	0	70.0	70.0	70.0	
4-5 AM	383	0.0	OFF	383	0	0.00	0	70.2	70.2	70.2	
5-6 AM	455	0.0	OFF	455	0	0.00	0	70.2	70.2	70.2	
6-7 AM	854	0.0	OFF	854	0	0.00	0	69.7	69.7	69.7	
7-8 AM	1075	0.0	OFF	1075	0	0.00	0	69.4	69.4	69.4	
8-9 AM	1391	0.0	OFF	1391	0	0.00	0	69.0	69.0	69.0	
9-10 AM	2152	0.0	2999	2152	0	0.33	0	68.1	58.8	49.7	
10-11 AM	3009	0.0	2999	3009	0	1.01	21	67.0	45.6	38.5	
11AM-NOON	3471	0.0	3000	3471	0	5.42	291	66.4	19.4	37.3	
NOON-1PM	4010	0.0	3000	3356	654	15.89+	851	63.5	10.9	37.3	
1-2 PM	4105	0.0	2999	2970	1135	16.61+	886	62.8	10.6	37.3	
2-3 PM	4011	0.0	3000	2999	1012	16.55+	881	63.5	10.6	37.3	
3-4 PM	4306	0.0	2999	3020	1286	16.76+	899	61.4	10.6	37.3	
4-5 PM	4146	0.0	3000	2989	1157	16.66+	890	62.5	10.6	37.3	
5-6 PM	3329	0.0	3000	2993	336	16.61+	876	66.6	10.7	37.3	
6-7 PM	2954	0.0	2999	2912	42	16.26+	855	67.1	10.7	37.3	
7-8 PM	2385	0.0	OFF	2385	0	0.91	87	67.8	47.4	47.4	
8-9 PM	2083	0.0	OFF	2083	0	0.00	0	68.1	68.1	68.1	
9-10 PM	1955	0.0	OFF	1955	0	0.00	0	68.3	68.3	68.3	
10-11 PM	1505	0.0	OFF	1505	0	0.00	0	68.9	68.9	68.9	
11PM-MID	1258	0.0	OFF	1258	0	0.00	0	69.2	69.2	69.2	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

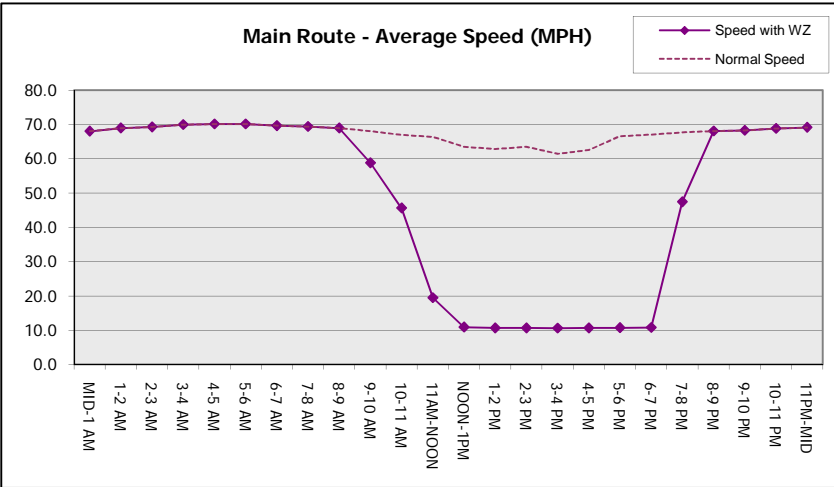
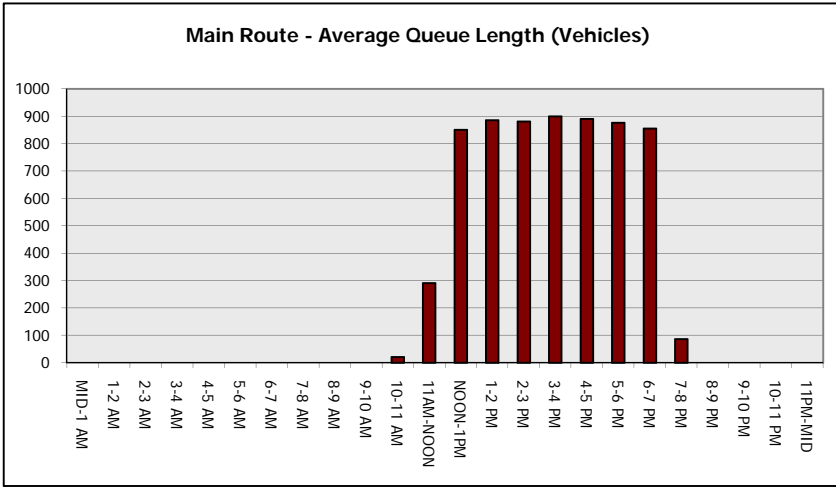
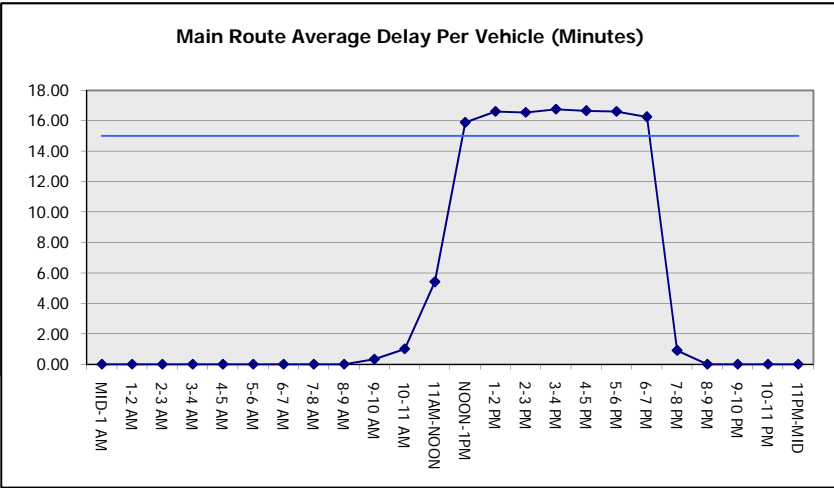
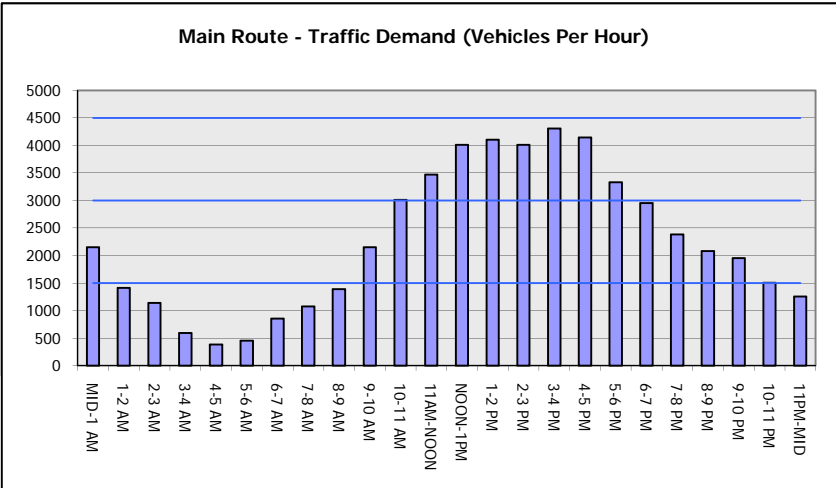
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0207
MAIN ROUTE WITH WORKS	0.0165
'DIVERSION'	0.0050
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$128,173
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY WESTBOUND DIRECTION**



<b>IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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**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	1231	0.0	OFF	1231	0	0.00	0	69.2	69.2	69.2
1-2 AM	715	0.0	OFF	715	0	0.00	0	69.9	69.9	69.9
2-3 AM	677	0.0	OFF	677	0	0.00	0	69.9	69.9	69.9
3-4 AM	367	0.0	OFF	367	0	0.00	0	70.2	70.2	70.2
4-5 AM	301	0.0	OFF	301	0	0.00	0	70.2	70.2	70.2
5-6 AM	437	0.0	OFF	437	0	0.00	0	70.2	70.2	70.2
6-7 AM	749	0.0	OFF	749	0	0.00	0	69.8	69.8	69.8
7-8 AM	1159	0.0	OFF	1159	0	0.00	0	69.3	69.3	69.3
8-9 AM	1542	0.0	OFF	1542	0	0.00	0	68.8	68.8	68.8
9-10 AM	2450	0.0	2999	2450	0	0.41	0	67.7	56.8	46.6
10-11 AM	3088	0.0	2999	3088	0	1.21	36	66.9	42.8	38.2
11AM-NOON	4096	0.0	3000	3743	353	10.82+	617	62.8	13.2	37.3
NOON-1PM	3953	0.0	3000	2996	957	16.56+	881	63.8	10.7	37.3
1-2 PM	3854	0.0	3000	2998	856	16.58+	880	64.5	10.7	37.3
2-3 PM	3829	0.0	2999	2998	831	16.59+	880	64.7	10.7	37.3
3-4 PM	3843	0.0	3000	2999	844	16.59+	880	64.6	10.7	37.3
4-5 PM	3805	0.0	3000	2999	805	16.59+	880	64.8	10.7	37.3
5-6 PM	3506	0.0	3000	2999	507	16.62+	877	66.4	10.7	37.3
6-7 PM	3601	0.0	2999	2999	601	16.63+	878	66.3	10.7	37.3
7-8 PM	2859	0.0	OFF	2859	0	1.29	122	67.2	41.9	41.9
8-9 PM	2520	0.0	OFF	2520	0	0.00	0	67.6	67.6	67.6
9-10 PM	2185	0.0	OFF	2185	0	0.00	0	68.0	68.0	68.0
10-11 PM	1586	0.0	OFF	1586	0	0.00	0	68.7	68.7	68.7
11PM-MID	1090	0.0	OFF	1090	0	0.00	0	69.4	69.4	69.4

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0204
MAIN ROUTE WITH WORKS	0.0162
'DIVERSION'	0.0051

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$134,500
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY EASTBOUND DIRECTION**

