

<b>IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>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	1737	0.0	OFF	1737	0	0.00	0	68.6	68.6	68.6	
1-2 AM	1261	0.0	OFF	1261	0	0.00	0	69.2	69.2	69.2	
2-3 AM	1486	0.0	OFF	1486	0	0.00	0	68.9	68.9	68.9	
3-4 AM	644	0.0	OFF	644	0	0.00	0	69.9	69.9	69.9	
4-5 AM	420	0.0	OFF	420	0	0.00	0	70.2	70.2	70.2	
5-6 AM	435	0.0	OFF	435	0	0.00	0	70.2	70.2	70.2	
6-7 AM	807	0.0	OFF	807	0	0.00	0	69.7	69.7	69.7	
7-8 AM	1085	0.0	OFF	1085	0	0.00	0	69.4	69.4	69.4	
8-9 AM	1490	0.0	OFF	1490	0	0.00	0	68.9	68.9	68.9	
9-10 AM	2183	0.0	2999	2183	0	0.33	0	68.0	57.7	49.7	
10-11 AM	3043	0.0	2999	3043	0	1.06	24	66.9	42.8	38.1	
11AM-NOON	3432	0.0	3000	3432	0	5.40	284	66.4	18.1	37.3	
NOON-1PM	4036	0.0	3000	3381	655	15.80+	847	63.3	10.5	37.3	
1-2 PM	4092	0.0	2999	2984	1108	16.81+	897	62.9	10.2	37.3	
2-3 PM	4008	0.0	3000	2999	1009	16.79+	894	63.5	10.2	37.3	
3-4 PM	3926	0.0	2999	2999	927	16.80+	893	64.0	10.2	37.3	
4-5 PM	3657	0.0	3000	2998	659	16.85+	891	65.9	10.2	37.3	
5-6 PM	3450	0.0	3000	2998	452	16.84+	889	66.4	10.2	37.3	
6-7 PM	2871	0.0	2999	2867	5	16.13+	848	67.2	10.4	37.3	
7-8 PM	2617	0.0	OFF	2617	0	0.88	84	67.5	46.0	46.0	
8-9 PM	2144	0.0	OFF	2144	0	0.00	0	68.1	68.1	68.1	
9-10 PM	1743	0.0	OFF	1743	0	0.00	0	68.6	68.6	68.6	
10-11 PM	1323	0.0	OFF	1323	0	0.00	0	69.1	69.1	69.1	
11PM-MID	879	0.0	OFF	879	0	0.00	0	69.6	69.6	69.6	

"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	0.0176
MAIN ROUTE WITH WORKS	0.0141
'DIVERSION'	0.0037
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$125,829
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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

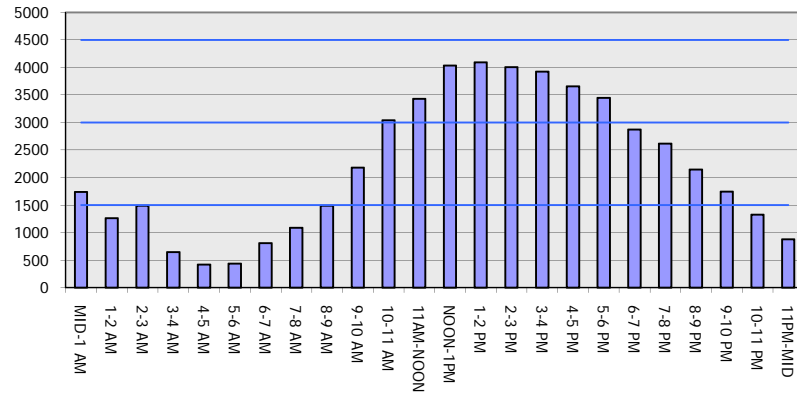
**OCTOBER**

Analyzed for 2009  
Construction Season

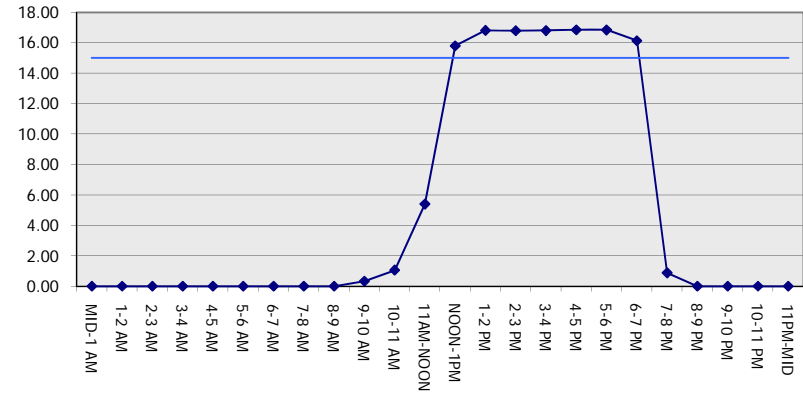
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY WESTBOUND DIRECTION**

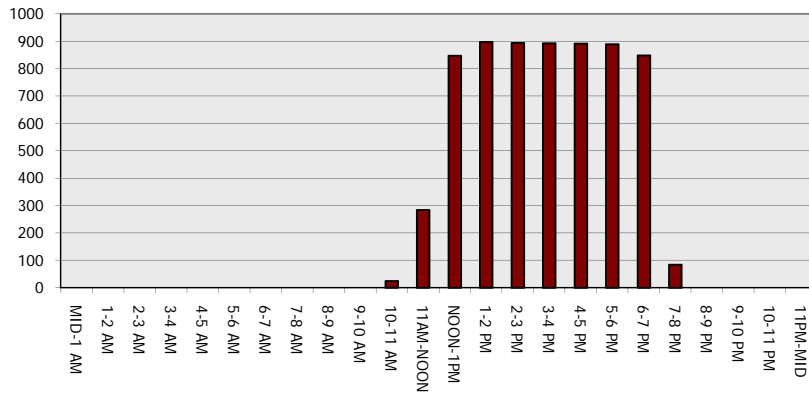
**Main Route - Traffic Demand (Vehicles Per Hour)**



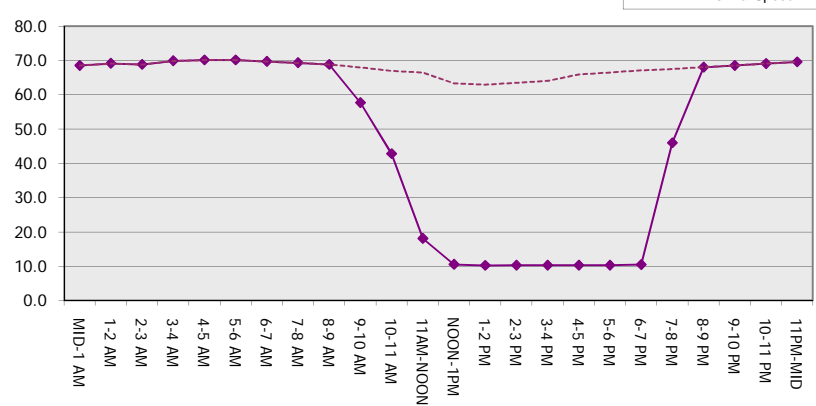
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<b>IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 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	1093	0.0	OFF	1093	0	0.00	0	69.4	69.4	69.4
1-2 AM	647	0.0	OFF	647	0	0.00	0	69.9	69.9	69.9
2-3 AM	538	0.0	OFF	538	0	0.00	0	70.0	70.0	70.0
3-4 AM	404	0.0	OFF	404	0	0.00	0	70.2	70.2	70.2
4-5 AM	366	0.0	OFF	366	0	0.00	0	70.2	70.2	70.2
5-6 AM	634	0.0	OFF	634	0	0.00	0	69.9	69.9	69.9
6-7 AM	1038	0.0	OFF	1038	0	0.00	0	69.4	69.4	69.4
7-8 AM	1091	0.0	OFF	1091	0	0.00	0	69.4	69.4	69.4
8-9 AM	1414	0.0	OFF	1414	0	0.00	0	69.0	69.0	69.0
9-10 AM	1953	0.0	3000	1953	0	0.34	0	68.3	57.8	49.7
10-11 AM	2274	0.0	3000	2274	0	0.33	0	67.9	57.6	49.7
11AM-NOON	2756	0.0	2999	2756	0	0.57	0	67.3	51.7	41.4
NOON-1PM	3042	0.0	2999	3042	0	0.91	10	66.9	45.2	37.3
1-2 PM	3102	0.0	3000	3102	0	2.38	93	66.9	29.6	37.3
2-3 PM	3018	0.0	2999	3018	0	3.51	153	67.0	23.3	37.3
3-4 PM	3080	0.0	3000	3080	0	4.34	200	66.9	20.2	37.3
4-5 PM	3061	0.0	3000	3061	0	5.81	280	66.9	16.6	37.3
5-6 PM	2790	0.0	2999	2790	0	4.32	207	67.3	20.4	37.6
6-7 PM	2712	0.0	3000	2712	0	0.77	15	67.4	47.6	41.7
7-8 PM	2696	0.0	OFF	2696	0	0.00	0	67.4	67.4	67.4
8-9 PM	2047	0.0	OFF	2047	0	0.00	0	68.2	68.2	68.2
9-10 PM	1726	0.0	OFF	1726	0	0.00	0	68.6	68.6	68.6
10-11 PM	1203	0.0	OFF	1203	0	0.00	0	69.2	69.2	69.2
11PM-MID	790	0.0	OFF	790	0	0.00	0	69.7	69.7	69.7

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

*----- 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	0.0145
MAIN ROUTE WITH WORKS	0.0127
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$19,020
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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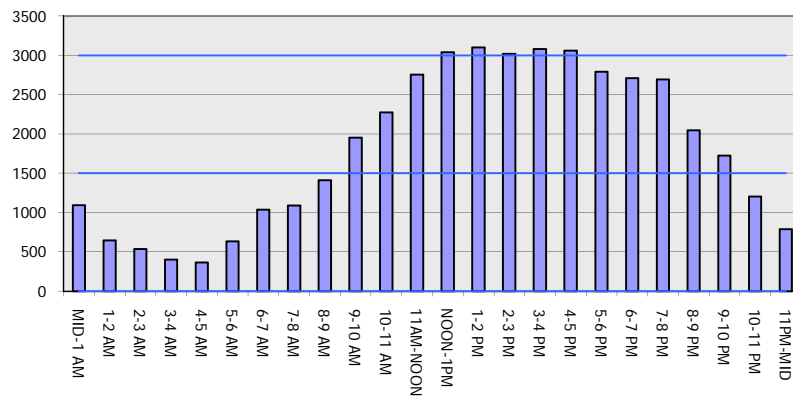
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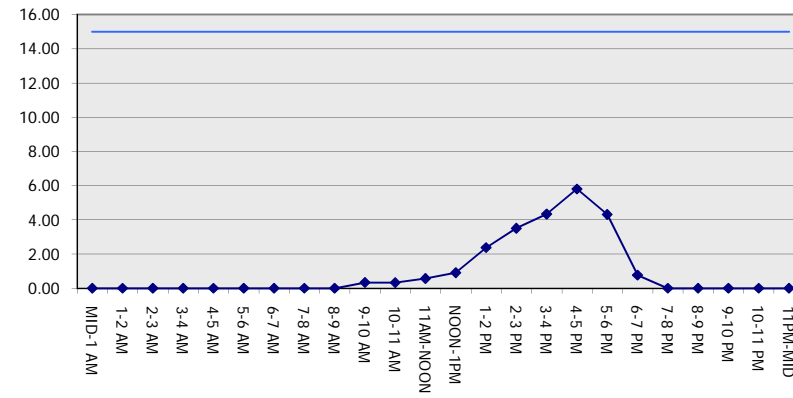
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY EASTBOUND DIRECTION**

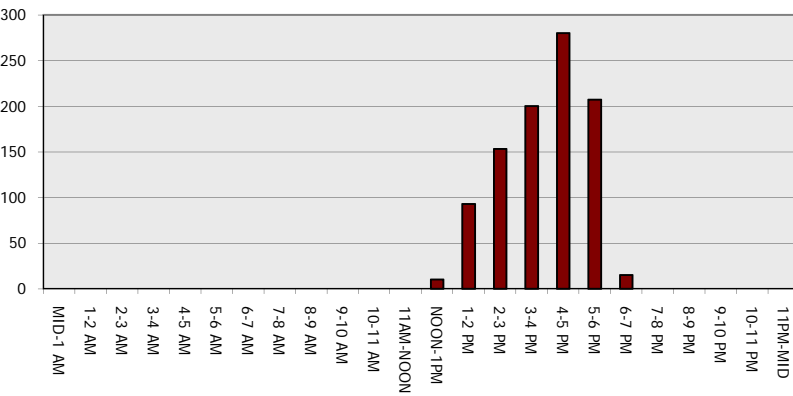
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

