

**IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)  
CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

Analyzed for 2009  
Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	895	0.0	1499	895	0	3.52	167	69.6	25.8	37.5
1-2 AM	657	0.0	1500	657	0	0.55	0	69.9	55.1	42.9
2-3 AM	542	0.0	1500	542	0	0.54	0	70.0	55.5	43.3
3-4 AM	462	0.0	1500	462	0	0.53	0	70.2	55.8	43.7
4-5 AM	774	0.0	1500	774	0	0.56	0	69.8	54.8	42.5
5-6 AM	2168	0.0	1499	2131	37	5.73+	209	68.1	18.7	30.8
6-7 AM	4492	0.0	1500	1253	3239	15.70+	398	60.2	8.4	35.3
7-8 AM	5969	0.0	1500	1500	4469	15.86+	408	50.1	8.1	30.8
8-9 AM	5015	0.0	1500	1500	3515	16.21+	408	56.6	8.1	30.8
9-10 AM	4031	0.0	1500	1500	2531	16.49+	408	63.3	8.1	30.8
10-11 AM	4112	0.0	1500	1500	2612	16.47+	408	62.8	8.1	30.8
11AM-NOON	4761	0.0	1500	1500	3261	16.29+	408	58.3	8.1	30.8
NOON-1PM	5071	0.0	1500	1500	3571	16.19+	408	56.2	8.1	30.8
1-2 PM	5331	0.0	1500	1500	3831	16.10+	408	54.5	8.1	30.8
2-3 PM	6202	0.0	1500	1500	4702	15.76+	408	48.5	8.1	30.8
3-4 PM	6154	0.0	1500	1500	4654	15.78+	408	48.8	8.1	30.8
4-5 PM	5847	0.0	1500	1500	4347	15.91+	408	50.9	8.1	30.8
5-6 PM	4732	0.0	1500	1500	3232	16.30+	408	58.5	8.1	30.8
6-7 PM	4606	0.0	1500	1500	3106	16.33+	408	59.4	8.1	30.8
7-8 PM	3302	0.0	1500	1503	1799	16.60+	407	66.6	8.1	30.8
8-9 PM	2594	0.0	1500	1503	1091	16.54+	405	67.5	8.1	30.8
9-10 PM	2932	0.0	1500	1505	1427	16.58+	406	67.1	8.1	30.8
10-11 PM	2681	0.0	1500	1502	1178	16.55+	405	67.4	8.1	30.8
11PM-MID	2095	0.0	1500	1500	595	16.55+	405	68.1	8.1	30.8

+ 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	0.0326
MAIN ROUTE WITH WORKS	0.0102
'DIVERSION'	0.0470
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$293,286
CONGESTED HOURS PER DAY*	19

\*Delays Exceeding User-Specified Maximum

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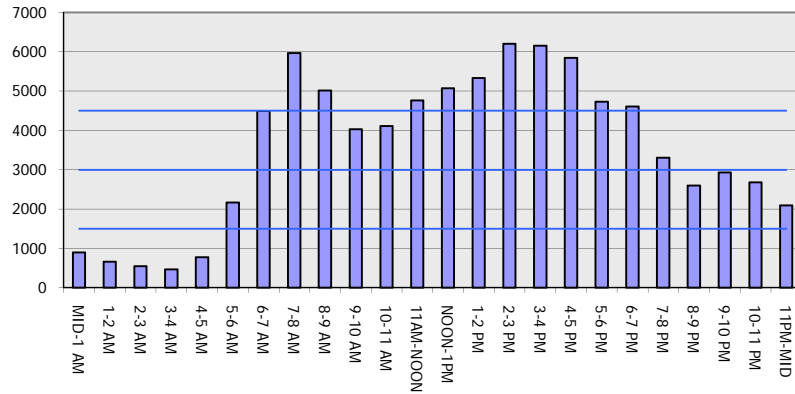
**OCTOBER**

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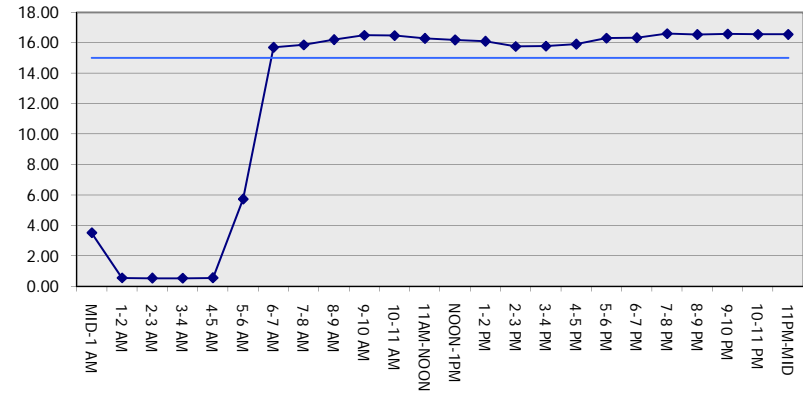
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

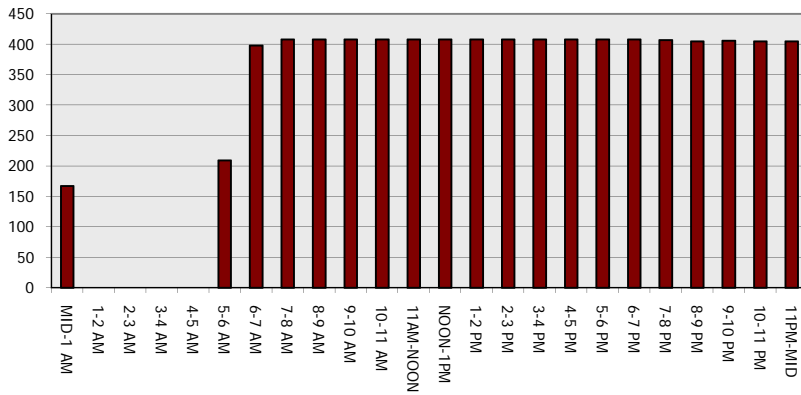
**Main Route - Traffic Demand (Vehicles Per Hour)**



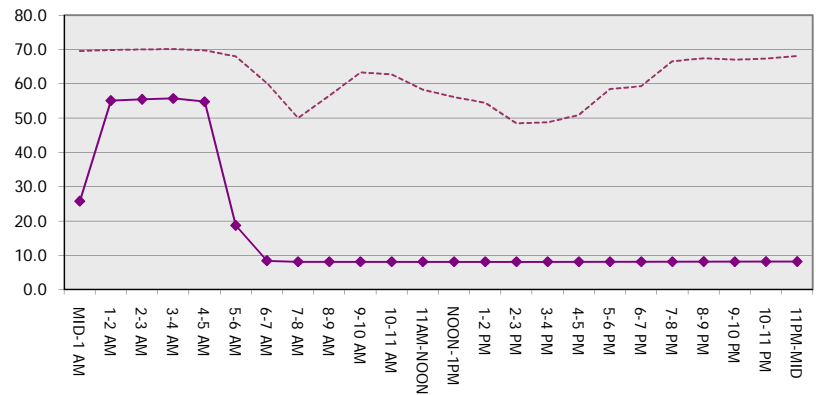
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<b>IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	872	0.0	1499	872	0	3.48	168	69.7	26.0	37.6
1-2 AM	476	0.0	1500	476	0	0.53	0	70.1	55.7	43.6
2-3 AM	397	0.0	1500	397	0	0.52	0	70.2	56.0	43.9
3-4 AM	350	0.0	1500	350	0	0.52	0	70.2	56.1	44.1
4-5 AM	576	0.0	1500	576	0	0.54	0	70.0	55.4	43.2
5-6 AM	2348	0.0	1499	2088	260	5.99+	212	67.8	18.1	30.8
6-7 AM	5570	0.0	1500	1492	4078	15.66+	407	52.8	8.3	37.3
7-8 AM	6230	0.0	1499	1500	4730	15.42+	408	48.3	8.2	36.9
8-9 AM	5123	0.0	1499	1488	3635	15.84+	407	55.8	8.3	36.7
9-10 AM	4393	0.0	1499	1487	2906	16.10+	407	60.9	8.2	35.8
10-11 AM	4143	0.0	1499	1487	2656	16.21+	407	62.5	8.2	34.8
11AM-NOON	4328	0.0	1499	1489	2839	16.20+	407	61.3	8.2	34.0
NOON-1PM	4710	0.0	1499	1498	3212	16.15+	408	58.7	8.1	33.3
1-2 PM	4684	0.0	1499	1498	3186	16.16+	408	58.9	8.1	33.2
2-3 PM	5257	0.0	1500	1500	3757	15.99+	408	55.0	8.1	33.2
3-4 PM	5497	0.0	1500	1500	3997	15.90+	408	53.3	8.1	33.2
4-5 PM	5350	0.0	1500	1500	3850	15.95+	408	54.3	8.1	33.2
5-6 PM	5462	0.0	1500	1500	3962	15.91+	408	53.5	8.1	33.2
6-7 PM	5181	0.0	1500	1500	3681	16.01+	408	55.5	8.1	33.2
7-8 PM	4143	0.0	1499	1490	2653	16.30+	407	62.5	8.1	33.0
8-9 PM	3205	0.0	1499	1487	1717	16.49+	407	66.8	8.1	32.4
9-10 PM	3389	0.0	1499	1488	1901	16.52+	407	66.5	8.1	31.6
10-11 PM	2940	0.0	1499	1487	1453	16.58+	407	67.1	8.1	30.9
11PM-MID	2122	0.0	1499	1420	702	16.28+	398	68.1	8.2	30.8

+ 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	0.0331
MAIN ROUTE WITH WORKS	0.0100
'DIVERSION'	0.0488

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$297,741
CONGESTED HOURS PER DAY*	19

\*Delays Exceeding User-Specified Maximum

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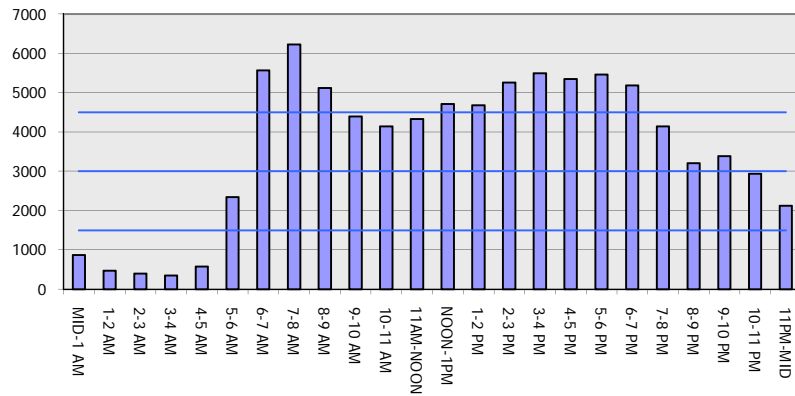
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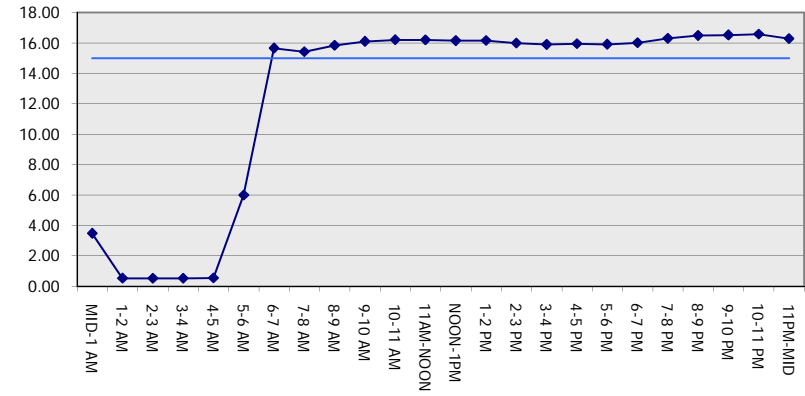
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

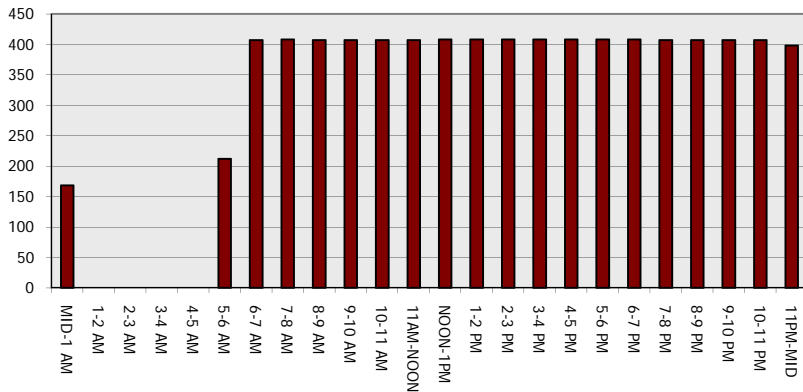
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

