

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

**OCTOBER**

Analyzed for 2009  
Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	1438	0.0	3000	1438	0	0.34	0	68.9	59.2	49.7	
1-2 AM	1048	0.0	3000	1048	0	0.35	0	69.4	59.4	49.7	
2-3 AM	986	0.0	3000	986	0	0.35	0	69.5	59.4	49.7	
3-4 AM	615	0.0	3000	615	0	0.36	0	70.0	59.6	49.7	
4-5 AM	586	0.0	3000	586	0	0.36	0	70.0	59.6	49.7	
5-6 AM	935	0.0	3000	935	0	0.35	0	69.6	59.4	49.7	
6-7 AM	1550	0.0	3000	1550	0	0.34	0	68.8	59.1	49.7	
7-8 AM	2312	0.0	2999	2312	0	0.36	0	67.9	57.9	48.3	
8-9 AM	3007	0.0	2999	3007	0	0.96	17	67.0	46.3	38.3	
9-10 AM	3390	0.0	3000	3390	0	4.70	244	66.5	21.1	37.3	
10-11 AM	3679	0.0	3000	3375	304	13.93+	743	65.7	11.6	37.3	
11AM-NOON	4004	0.0	3000	3044	960	16.61+	884	63.5	10.6	37.3	
NOON-1PM	4383	0.0	3000	3031	1352	16.84+	905	60.9	10.6	37.3	
1-2 PM	4220	0.0	3000	2982	1238	16.71+	894	62.0	10.6	37.3	
2-3 PM	4372	0.0	2999	3014	1357	16.85+	905	61.0	10.6	37.3	
3-4 PM	4226	0.0	3000	2983	1243	16.72+	895	62.0	10.6	37.3	
4-5 PM	4052	0.0	2999	2993	1059	16.56+	883	63.2	10.6	37.3	
5-6 PM	3713	0.0	3000	2998	715	16.61+	879	65.5	10.7	37.3	
6-7 PM	3347	0.0	3000	2998	349	16.61+	876	66.6	10.7	37.3	
7-8 PM	2769	0.0	2999	2769	0	15.15+	796	67.3	11.1	37.3	
8-9 PM	2299	0.0	2999	2299	0	4.38	308	67.9	23.0	42.8	
9-10 PM	2488	0.0	2999	2488	0	0.39	0	67.6	57.1	47.2	
10-11 PM	3024	0.0	2999	3024	0	1.17	24	67.0	43.3	37.3	
11PM-MID	2091	0.0	3000	2091	0	0.34	0	68.1	58.7	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	0.0246
MAIN ROUTE WITH WORKS	0.0177
'DIVERSION'	0.0076
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$186,750
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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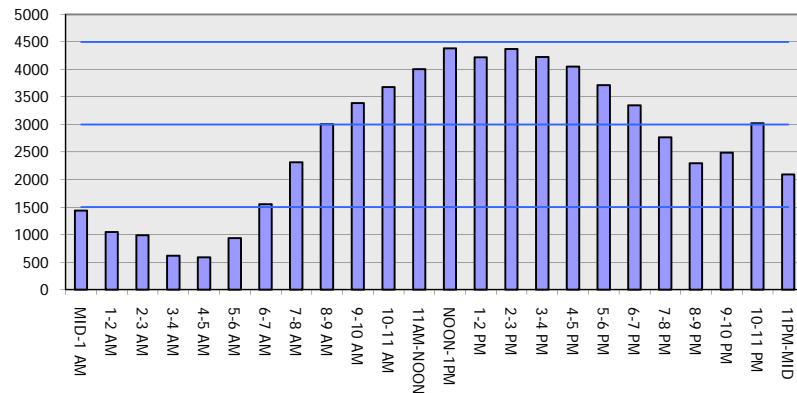
**OCTOBER**

Analyzed for 2009  
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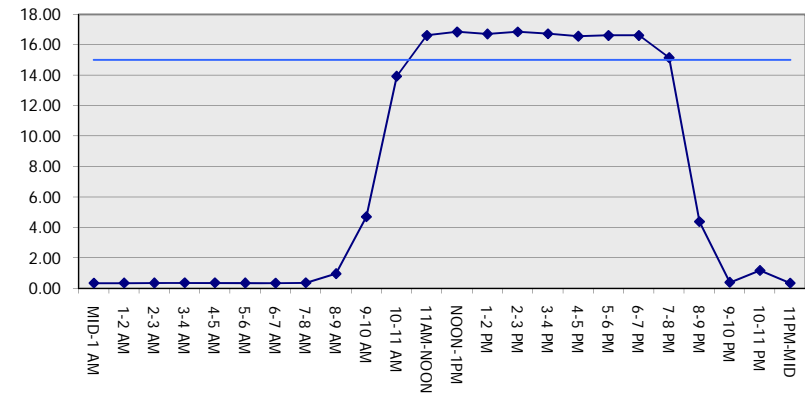
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY WESTBOUND DIRECTION**

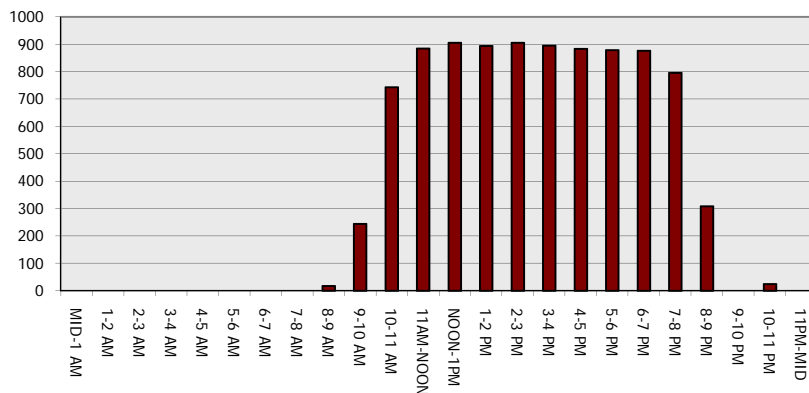
**Main Route - Traffic Demand (Vehicles Per Hour)**



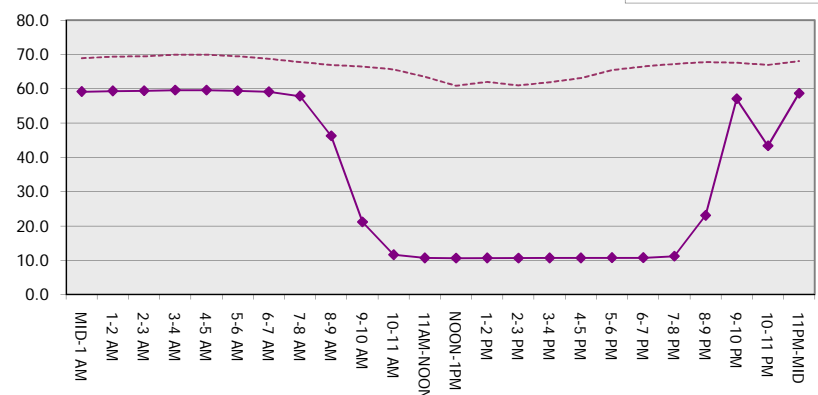
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	1259	0.0	3000	1259	0	0.35	0	69.2	59.3	49.7
1-2 AM	606	0.0	3000	606	0	0.36	0	70.0	59.6	49.7
2-3 AM	653	0.0	3000	653	0	0.36	0	69.9	59.6	49.7
3-4 AM	347	0.0	3000	347	0	0.36	0	70.2	59.7	49.7
4-5 AM	399	0.0	3000	399	0	0.36	0	70.2	59.7	49.7
5-6 AM	780	0.0	3000	780	0	0.35	0	69.7	59.6	49.7
6-7 AM	1398	0.0	3000	1398	0	0.34	0	69.0	59.2	49.7
7-8 AM	1956	0.0	3000	1956	0	0.34	0	68.3	58.9	49.7
8-9 AM	2553	0.0	2999	2553	0	0.43	0	67.6	56.1	45.8
9-10 AM	2942	0.0	2999	2942	0	0.79	6	67.1	49.1	38.6
10-11 AM	3458	0.0	3000	3458	0	4.13	224	66.4	23.0	37.3
11AM-NOON	3968	0.0	3000	3412	556	14.91+	798	63.7	11.2	37.3
NOON-1PM	4098	0.0	2999	2987	1112	16.57+	884	62.8	10.6	37.3
1-2 PM	4104	0.0	3000	3000	1104	16.54+	883	62.8	10.6	37.3
2-3 PM	4177	0.0	3000	3008	1170	16.61+	888	62.3	10.6	37.3
3-4 PM	4296	0.0	3000	3011	1285	16.76+	899	61.5	10.6	37.3
4-5 PM	4348	0.0	3000	3007	1341	16.83+	904	61.2	10.6	37.3
5-6 PM	4609	0.0	3000	3023	1586	17.16+	928	59.4	10.4	37.3
6-7 PM	4507	0.0	3000	2980	1527	17.10+	922	60.1	10.5	37.3
7-8 PM	3926	0.0	3000	2974	953	16.63+	884	64.0	10.6	37.3
8-9 PM	2940	0.0	3000	2889	51	16.18+	851	67.1	10.8	37.3
9-10 PM	2663	0.0	2999	2663	0	11.83+	617	67.4	12.4	37.3
10-11 PM	2555	0.0	3000	2555	0	4.11	235	67.6	23.2	40.0
11PM-MID	1995	0.0	3000	1995	0	0.33	0	68.2	58.9	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	0.0246
MAIN ROUTE WITH WORKS	0.0170
'DIVERSION'	0.0094

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$206,622
CONGESTED HOURS PER DAY*	11

\*Delays Exceeding User-Specified Maximum

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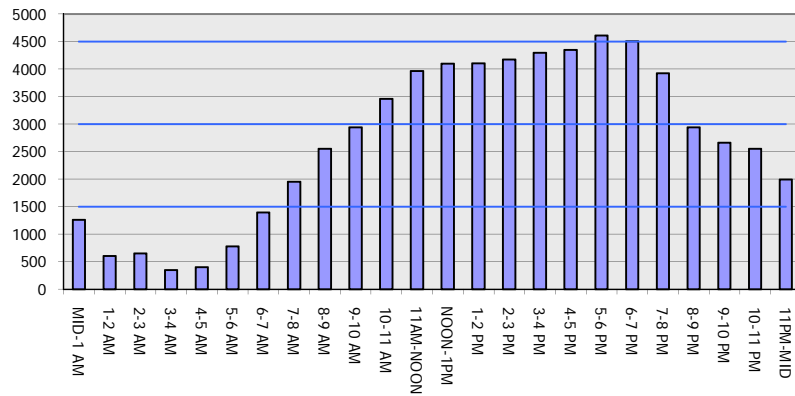
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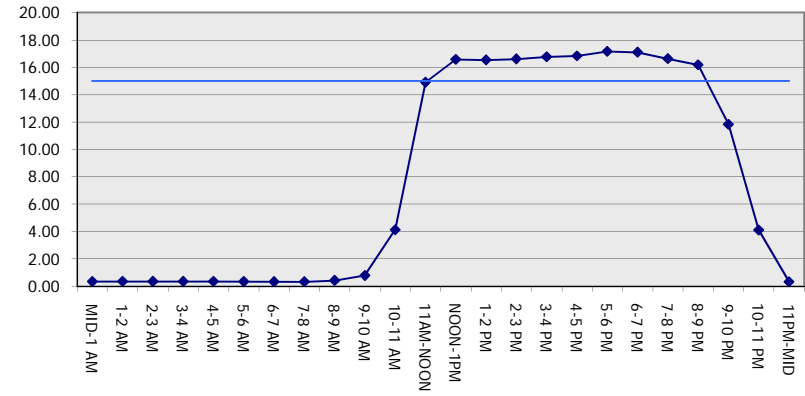
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY EASTBOUND DIRECTION**

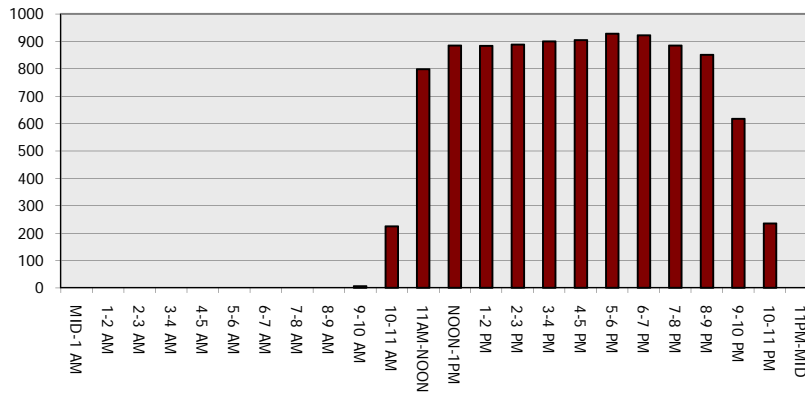
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

