

**IH 94: USH 41 TO IH 43 (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**

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	614	0.0	1500	614	0	0.55	0	70.0	53.7	43.1	
1-2 AM	380	0.0	1500	380	0	0.52	0	70.2	54.5	44.0	
2-3 AM	301	0.0	1500	301	0	0.51	0	70.2	54.6	44.3	
3-4 AM	273	0.0	1500	273	0	0.51	0	70.2	54.8	44.4	
4-5 AM	514	0.0	1500	514	0	0.53	0	70.1	54.0	43.5	
5-6 AM	1621	0.0	1499	1621	0	2.02	67	68.7	32.7	34.5	
6-7 AM	3837	0.0	1499	1519	2318	16.59+	415	64.6	7.7	35.4	
7-8 AM	5370	0.0	1499	1500	3870	16.22+	417	54.2	7.7	35.4	
8-9 AM	4442	0.0	1500	1506	2936	16.49+	416	60.5	7.7	35.1	
9-10 AM	3360	0.0	1500	1525	1834	16.72+	414	66.6	7.6	33.2	
10-11 AM	3343	0.0	1500	1523	1820	16.81+	414	66.6	7.6	31.6	
11AM-NOON	3889	0.0	1499	1500	2389	16.84+	417	64.3	7.6	31.5	
NOON-1PM	3993	0.0	1500	1500	2493	16.82+	417	63.6	7.6	31.5	
1-2 PM	3898	0.0	1500	1500	2398	16.84+	417	64.2	7.6	31.4	
2-3 PM	4788	0.0	1500	1500	3288	16.60+	417	58.1	7.6	31.4	
3-4 PM	5188	0.0	1499	1500	3688	16.48+	417	55.4	7.6	31.4	
4-5 PM	5097	0.0	1500	1500	3597	16.51+	417	56.0	7.6	31.4	
5-6 PM	4946	0.0	1500	1500	3446	16.56+	417	57.1	7.6	31.4	
6-7 PM	4354	0.0	1500	1500	2854	16.72+	417	61.1	7.6	31.4	
7-8 PM	3018	0.0	1500	1524	1494	16.87+	414	67.0	7.6	30.8	
8-9 PM	2547	0.0	1500	1511	1036	16.80+	412	67.6	7.6	30.8	
9-10 PM	2159	0.0	1500	1502	657	16.76+	410	68.1	7.6	30.8	
10-11 PM	1524	0.0	1500	1469	54	15.99+	390	68.9	7.9	30.8	
11PM-MID	1129	0.0	1499	1129	0	6.02	192	69.3	16.2	35.0	

+ 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	0.0236
MAIN ROUTE WITH WORKS	0.0082
'DIVERSION'	0.0311
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$241,038
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
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**OCTOBER**

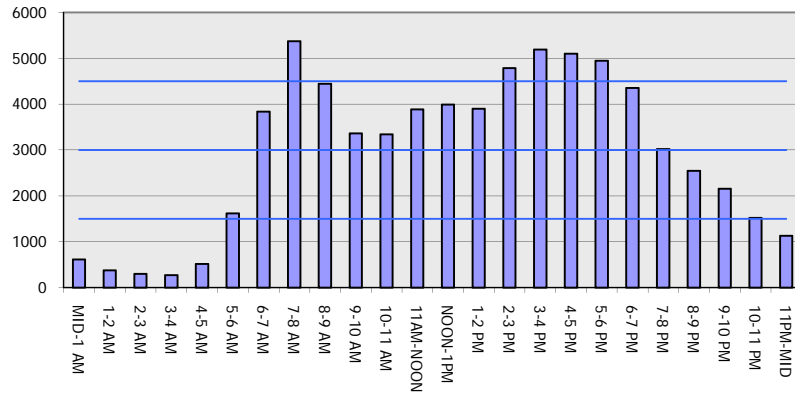
Analyzed for 2009  
Construction Season

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

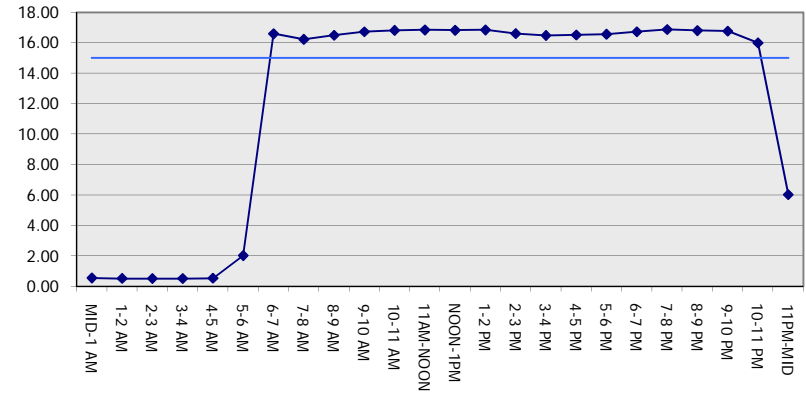
**MON-THUR**

**WESTBOUND DIRECTION**

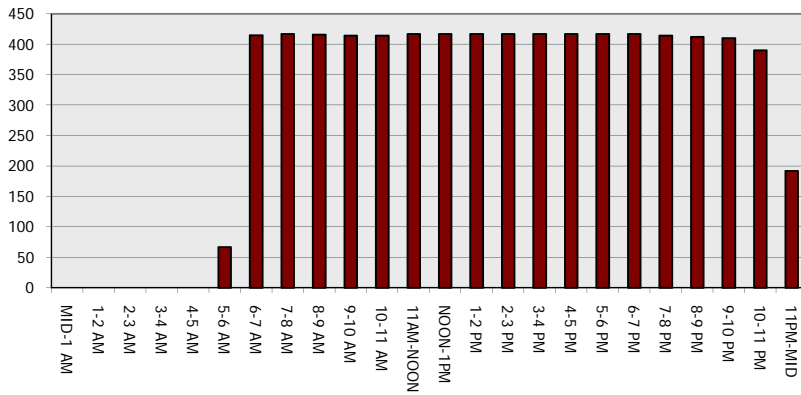
**Main Route - Traffic Demand (Vehicles Per Hour)**



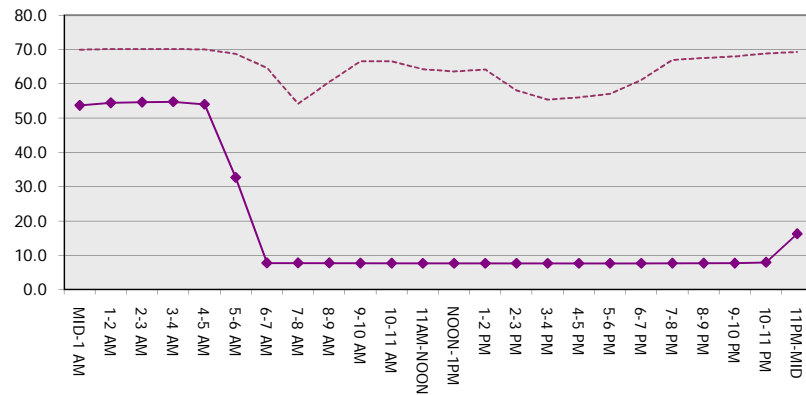
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<b>IH 94: USH 41 TO IH 43 (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**

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	505	0.0	1500	505	0	0.53	0	70.1	54.0	43.5
1-2 AM	340	0.0	1500	340	0	0.51	0	70.2	54.5	44.2
2-3 AM	279	0.0	1500	279	0	0.51	0	70.2	54.7	44.3
3-4 AM	278	0.0	1500	278	0	0.51	0	70.2	54.7	44.3
4-5 AM	487	0.0	1500	487	0	0.53	0	70.1	54.1	43.5
5-6 AM	1890	0.0	1499	1890	0	2.67	105	68.4	27.9	31.5
6-7 AM	4133	0.0	1499	1500	2633	16.82+	417	62.6	7.6	30.8
7-8 AM	4431	0.0	1500	1500	2931	16.74+	417	60.6	7.6	30.8
8-9 AM	4282	0.0	1500	1500	2782	16.78+	417	61.6	7.6	30.8
9-10 AM	3588	0.0	1500	1500	2088	16.95+	417	66.3	7.6	30.8
10-11 AM	3215	0.0	1500	1500	1715	16.96+	417	66.8	7.6	30.8
11AM-NOON	3354	0.0	1500	1500	1854	16.96+	417	66.6	7.6	30.8
NOON-1PM	3422	0.0	1500	1500	1922	16.96+	417	66.5	7.6	30.8
1-2 PM	3166	0.0	1500	1498	1668	16.96+	416	66.8	7.6	30.8
2-3 PM	2903	0.0	1500	1497	1406	16.87+	414	67.1	7.6	30.8
3-4 PM	3689	0.0	1499	1500	2189	16.93+	417	65.6	7.6	30.8
4-5 PM	3986	0.0	1500	1500	2486	16.86+	417	63.7	7.6	30.8
5-6 PM	4086	0.0	1500	1500	2586	16.83+	417	63.0	7.6	30.8
6-7 PM	3702	0.0	1500	1500	2202	16.93+	417	65.6	7.6	30.8
7-8 PM	2713	0.0	1500	1499	1214	16.81+	412	67.4	7.6	30.8
8-9 PM	2231	0.0	1500	1500	731	16.76+	410	67.9	7.6	30.8
9-10 PM	2152	0.0	1500	1500	653	16.76+	410	68.1	7.6	30.8
10-11 PM	1508	0.0	1500	1430	78	16.18+	395	68.9	7.8	30.8
11PM-MID	975	0.0	1499	975	0	3.10	139	69.5	25.8	37.6

+ 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	0.0205
MAIN ROUTE WITH WORKS	0.0081
'DIVERSION'	0.0241

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$210,067
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

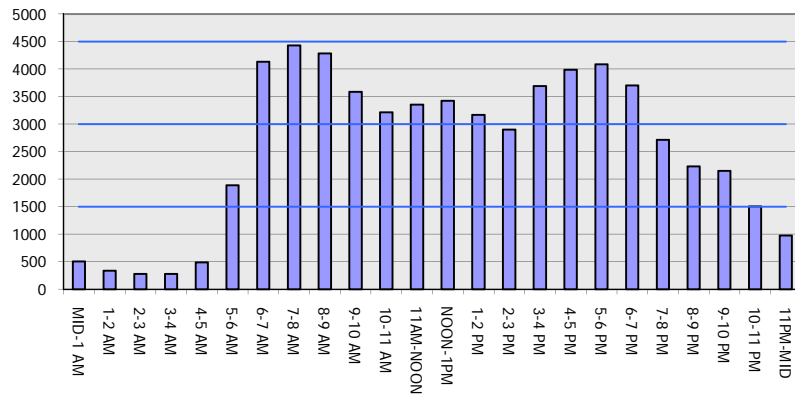
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

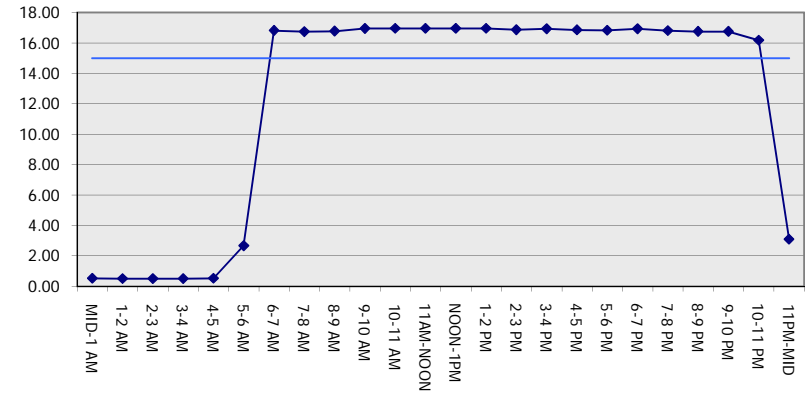
**MON-THUR**

**EASTBOUND DIRECTION**

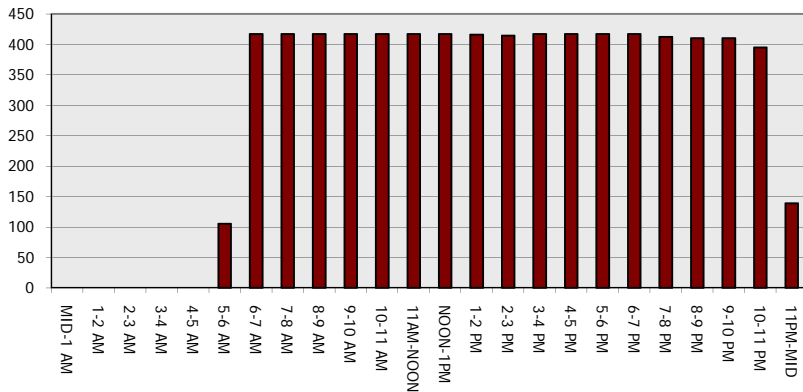
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

