

IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	413	0.0	1500	413	0	0.52	0	70.2	61.2	43.8	
1-2 AM	273	0.0	1500	273	0	0.51	0	70.2	61.5	44.4	
2-3 AM	209	0.0	1500	209	0	0.50	0	70.2	61.6	44.6	
3-4 AM	267	0.0	1500	267	0	0.50	0	70.2	61.5	44.4	
4-5 AM	423	0.0	1500	423	0	0.52	0	70.2	61.2	43.8	
5-6 AM	1197	0.0	1499	1197	0	0.82	0	69.2	56.5	36.5	
6-7 AM	2834	0.0	1499	1992	842	12.83+	322	67.2	15.2	31.2	
7-8 AM	3997	0.0	1500	1500	2497	16.01+	400	63.5	12.6	31.7	
8-9 AM	3690	0.0	1500	1500	2190	16.14+	400	65.6	12.6	31.7	
9-10 AM	2847	0.0	1500	1500	1347	16.22+	400	67.2	12.6	31.7	
10-11 AM	2775	0.0	1500	1500	1275	16.23+	400	67.3	12.6	31.7	
11AM-NOON	3157	0.0	1500	1500	1657	16.20+	400	66.8	12.6	31.7	
NOON-1PM	3386	0.0	1500	1500	1886	16.19+	400	66.5	12.6	31.7	
1-2 PM	3467	0.0	1500	1500	1967	16.18+	400	66.4	12.6	31.7	
2-3 PM	3990	0.0	1500	1500	2490	16.01+	400	63.6	12.6	31.7	
3-4 PM	5107	0.0	1500	1500	3607	15.47+	400	56.0	12.6	31.7	
4-5 PM	5669	0.0	1500	1500	4169	15.14+	400	52.1	12.6	31.7	
5-6 PM	5711	0.0	1500	1500	4211	15.11+	400	51.9	12.6	31.7	
6-7 PM	3943	0.0	1500	1500	2443	16.03+	400	63.9	12.6	31.7	
7-8 PM	2652	0.0	1500	1477	1174	16.16+	398	67.4	12.7	31.7	
8-9 PM	2235	0.0	1499	1483	751	16.27+	398	67.9	12.6	30.8	
9-10 PM	1994	0.0	1499	1471	522	16.23+	397	68.2	12.7	30.8	
10-11 PM	1388	0.0	1499	1329	59	14.50+	354	69.0	13.9	30.8	
11PM-MID	799	0.0	1500	799	0	1.75	55	69.7	47.0	41.8	

+ 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	0.0417
MAIN ROUTE WITH WORKS	0.0177
'DIVERSION'	0.0512
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$200,939
CONGESTED HOURS PER DAY*	17

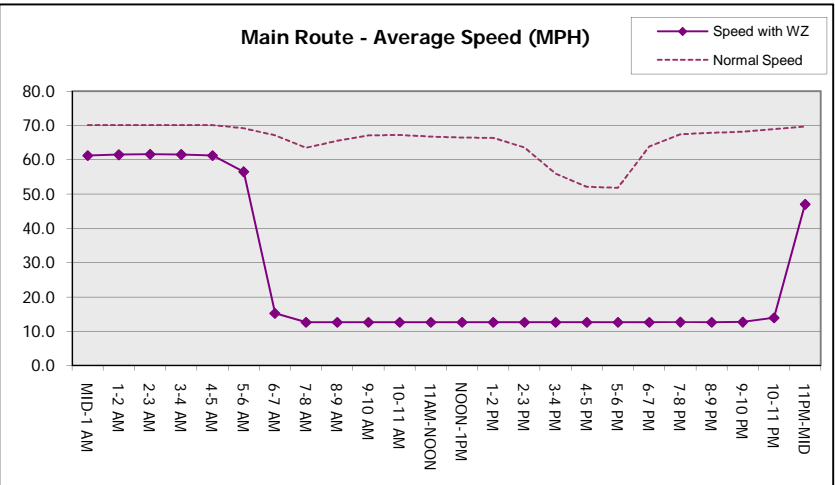
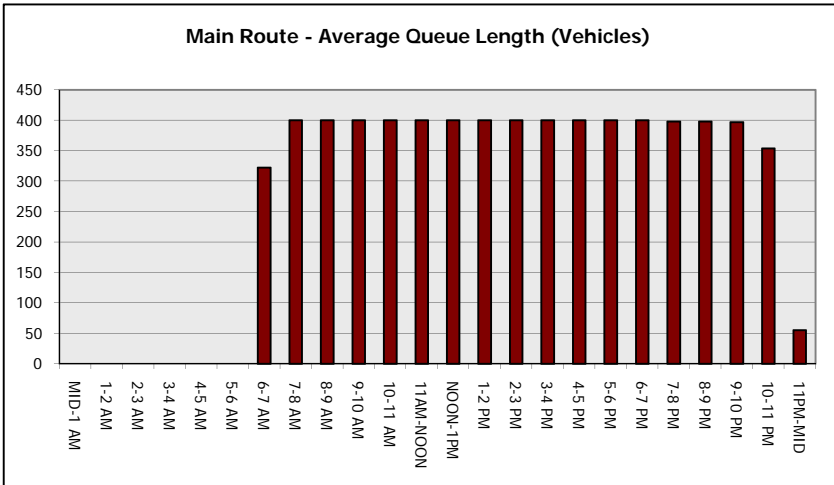
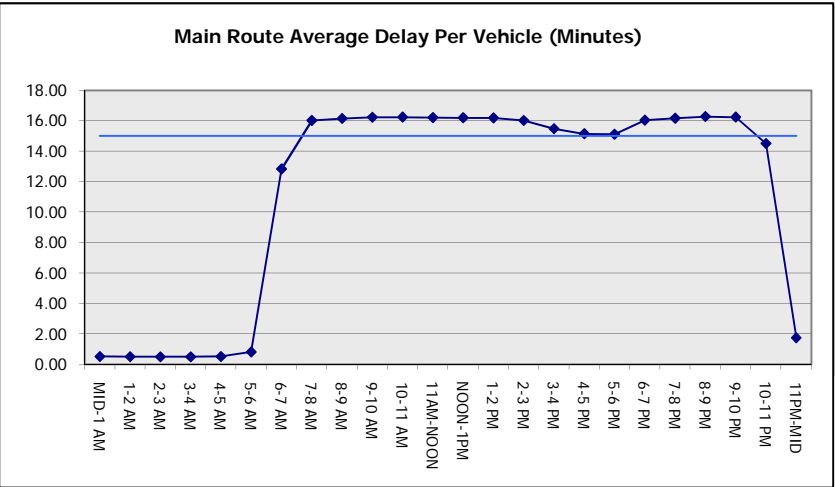
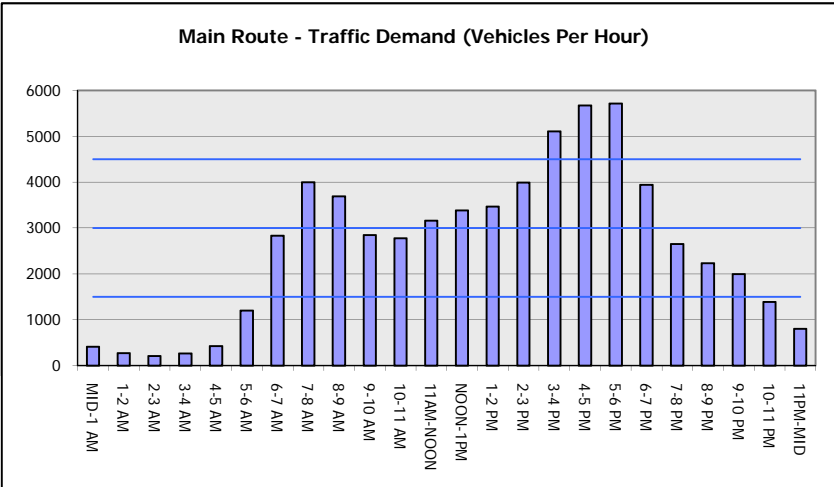
*Delays Exceeding User-Specified Maximum

**IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR WESTBOUND DIRECTION



IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	313	0.0	1500	313	0	0.51	0	70.2	61.4	44.2	
1-2 AM	222	0.0	1500	222	0	0.50	0	70.2	61.6	44.6	
2-3 AM	204	0.0	1500	204	0	0.50	0	70.2	61.7	44.6	
3-4 AM	239	0.0	1500	239	0	0.50	0	70.2	61.5	44.5	
4-5 AM	640	0.0	1500	640	0	0.55	0	69.9	60.7	43.0	
5-6 AM	2094	0.0	1499	2094	0	4.31	163	68.1	31.4	30.8	
6-7 AM	4905	0.0	1500	1419	3486	15.21+	395	57.3	12.9	36.1	
7-8 AM	5751	0.0	1500	1500	4251	15.01+	400	51.5	12.7	33.1	
8-9 AM	4680	0.0	1500	1500	3180	15.62+	400	58.9	12.7	33.1	
9-10 AM	3515	0.0	1500	1500	2015	16.10+	400	66.4	12.7	33.1	
10-11 AM	3222	0.0	1500	1500	1722	16.12+	400	66.8	12.7	33.1	
11AM-NOON	3351	0.0	1500	1500	1851	16.11+	400	66.6	12.7	33.1	
NOON-1PM	3317	0.0	1500	1500	1817	16.12+	400	66.6	12.7	33.1	
1-2 PM	3276	0.0	1500	1500	1776	16.12+	400	66.6	12.7	33.1	
2-3 PM	3489	0.0	1500	1500	1989	16.10+	400	66.4	12.7	33.1	
3-4 PM	4153	0.0	1500	1500	2653	15.87+	400	62.5	12.7	33.1	
4-5 PM	4475	0.0	1500	1500	2975	15.72+	400	60.3	12.7	33.1	
5-6 PM	4436	0.0	1500	1500	2936	15.74+	400	60.5	12.7	33.1	
6-7 PM	3150	0.0	1500	1491	1659	16.10+	399	66.8	12.7	33.1	
7-8 PM	2217	0.0	1499	1435	782	16.06+	394	68.0	12.7	31.6	
8-9 PM	1922	0.0	1500	1491	431	16.31+	399	68.4	12.6	30.8	
9-10 PM	1520	0.0	1499	1420	100	15.75+	384	68.9	13.0	30.8	
10-11 PM	974	0.0	1499	974	0	3.72	138	69.6	34.3	37.8	
11PM-MID	658	0.0	1500	658	0	0.55	0	69.9	60.7	42.9	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0419
MAIN ROUTE WITH WORKS	0.0175
'DIVERSION'	0.0521

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$199,690
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

**IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

