

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

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	776	0.0	1500	776	0	0.56	0	69.7	60.4	42.5	
1-2 AM	421	0.0	1500	421	0	0.52	0	70.2	61.2	43.8	
2-3 AM	350	0.0	1500	350	0	0.52	0	70.2	61.4	44.1	
3-4 AM	207	0.0	1500	207	0	0.50	0	70.2	61.6	44.6	
4-5 AM	192	0.0	1500	192	0	0.50	0	70.2	61.7	44.7	
5-6 AM	377	0.0	1500	377	0	0.52	0	70.2	61.3	44.0	
6-7 AM	627	0.0	1500	627	0	0.55	0	69.9	60.7	43.0	
7-8 AM	1144	0.0	1499	1144	0	0.69	0	69.3	58.3	39.1	
8-9 AM	1597	0.0	1499	1597	0	1.96	29	68.7	44.8	31.2	
9-10 AM	2252	0.0	1500	1794	458	13.11+	332	67.9	15.0	30.8	
10-11 AM	2909	0.0	1500	1500	1409	16.28+	400	67.1	12.5	30.8	
11AM-NOON	3139	0.0	1499	1500	1639	16.27+	400	66.8	12.5	30.8	
NOON-1PM	3747	0.0	1499	1500	2247	16.17+	400	65.3	12.5	30.8	
1-2 PM	3486	0.0	1499	1500	1986	16.24+	400	66.4	12.5	30.8	
2-3 PM	3497	0.0	1499	1500	1997	16.24+	400	66.4	12.5	30.8	
3-4 PM	3581	0.0	1499	1500	2081	16.23+	399	66.3	12.5	30.8	
4-5 PM	4064	0.0	1499	1500	2564	16.04+	400	63.1	12.5	30.8	
5-6 PM	3501	0.0	1499	1500	2001	16.24+	400	66.4	12.5	30.8	
6-7 PM	2631	0.0	1499	1500	1131	16.30+	400	67.4	12.5	30.8	
7-8 PM	2257	0.0	1500	1500	757	16.33+	400	67.9	12.5	30.8	
8-9 PM	1746	0.0	1499	1500	246	16.36+	400	68.6	12.5	30.8	
9-10 PM	1277	0.0	1499	1277	0	13.18+	326	69.1	15.0	31.1	
10-11 PM	914	0.0	1500	914	0	1.42	35	69.6	50.0	41.4	
11PM-MID	582	0.0	1500	582	0	0.54	0	70.0	60.9	43.2	

+ 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	0.0303
MAIN ROUTE WITH WORKS	0.0161
'DIVERSION'	0.0287
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$171,326
CONGESTED HOURS PER DAY*	13

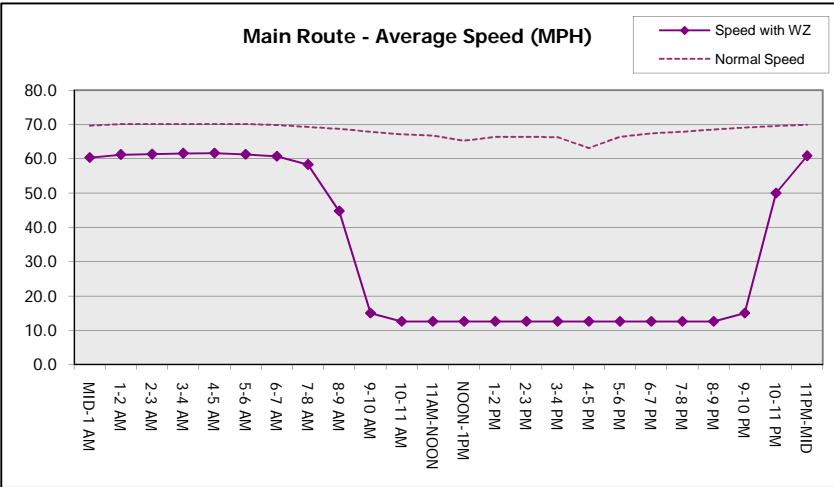
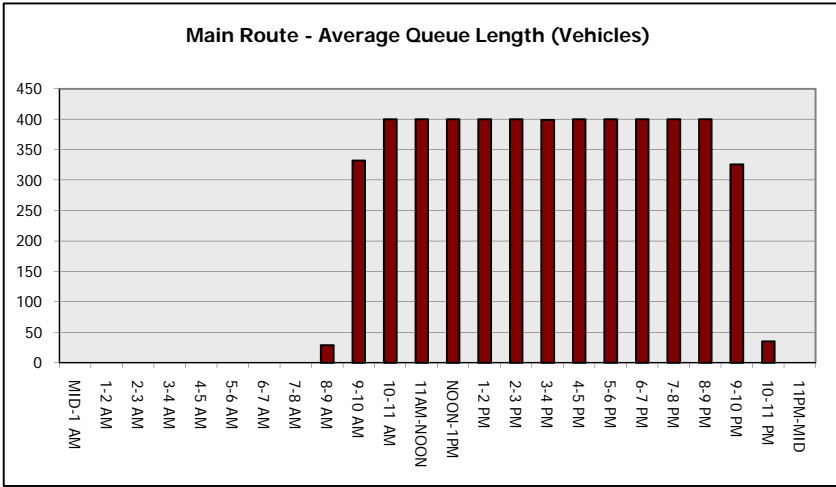
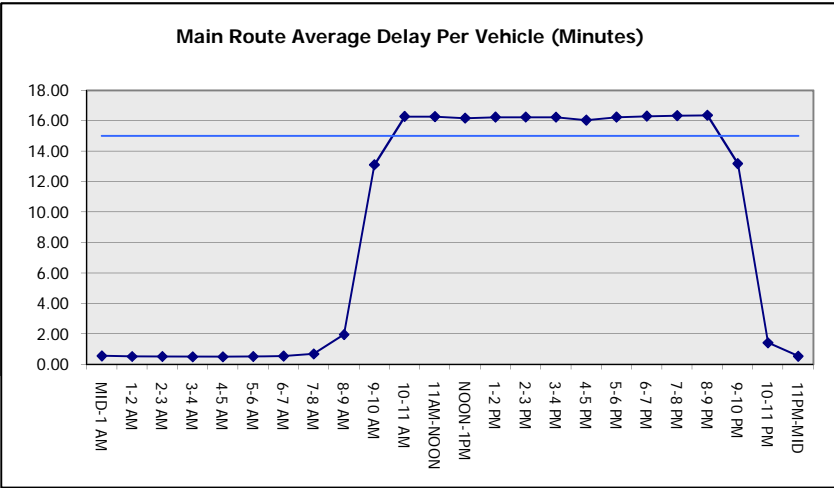
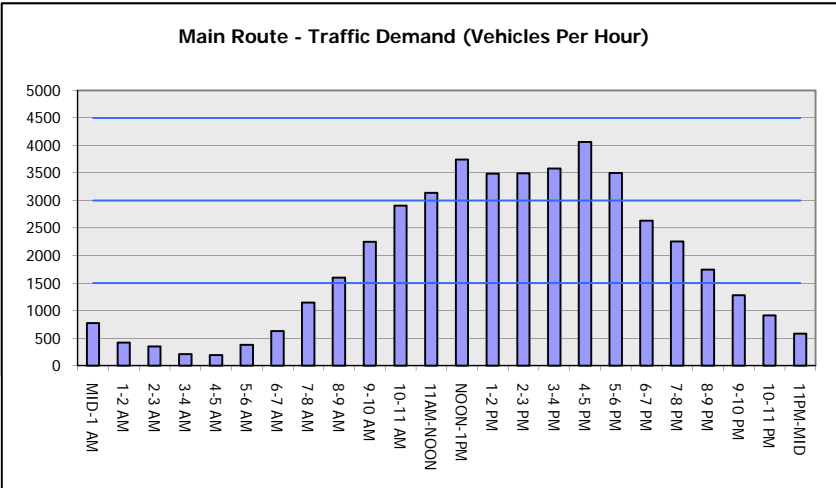
*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION



IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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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	671	0.0	1500	671	0	0.55	0	69.9	60.6	42.8
1-2 AM	393	0.0	1500	393	0	0.52	0	70.2	61.3	43.9
2-3 AM	257	0.0	1500	257	0	0.50	0	70.2	61.5	44.5
3-4 AM	175	0.0	1500	175	0	0.49	0	70.2	61.7	44.8
4-5 AM	217	0.0	1500	217	0	0.50	0	70.2	61.6	44.6
5-6 AM	336	0.0	1500	336	0	0.51	0	70.2	61.4	44.2
6-7 AM	555	0.0	1500	555	0	0.54	0	70.0	60.9	43.3
7-8 AM	897	0.0	1500	897	0	0.58	0	69.6	60.1	42.0
8-9 AM	1438	0.0	1499	1438	0	1.40	14	68.9	49.9	33.7
9-10 AM	2346	0.0	1500	1801	545	11.68+	305	67.8	16.4	30.8
10-11 AM	3384	0.0	1500	1500	1884	16.25+	400	66.5	12.5	30.8
11AM-NOON	4088	0.0	1500	1500	2588	16.03+	400	62.9	12.5	30.8
NOON-1PM	4157	0.0	1500	1500	2657	16.00+	400	62.5	12.5	30.8
1-2 PM	3878	0.0	1500	1500	2378	16.12+	400	64.3	12.5	30.8
2-3 PM	3742	0.0	1500	1500	2242	16.18+	400	65.3	12.5	30.8
3-4 PM	3692	0.0	1500	1500	2192	16.20+	400	65.6	12.5	30.8
4-5 PM	3662	0.0	1500	1500	2162	16.21+	400	65.8	12.5	30.8
5-6 PM	3420	0.0	1500	1500	1920	16.25+	400	66.5	12.5	30.8
6-7 PM	3089	0.0	1500	1500	1589	16.27+	400	66.9	12.5	30.8
7-8 PM	2703	0.0	1500	1500	1203	16.30+	400	67.4	12.5	30.8
8-9 PM	2275	0.0	1500	1500	775	16.32+	400	67.9	12.5	30.8
9-10 PM	1719	0.0	1500	1535	185	15.93+	389	68.6	12.9	30.8
10-11 PM	1074	0.0	1499	1074	0	6.88	216	69.4	24.0	35.6
11PM-MID	660	0.0	1500	660	0	0.55	0	69.9	60.7	42.9

+ 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	0.0160
'DIVERSION'	0.0346

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$190,391
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

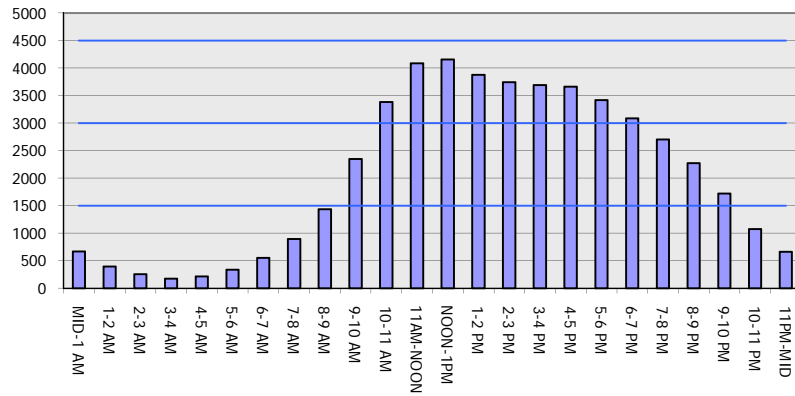
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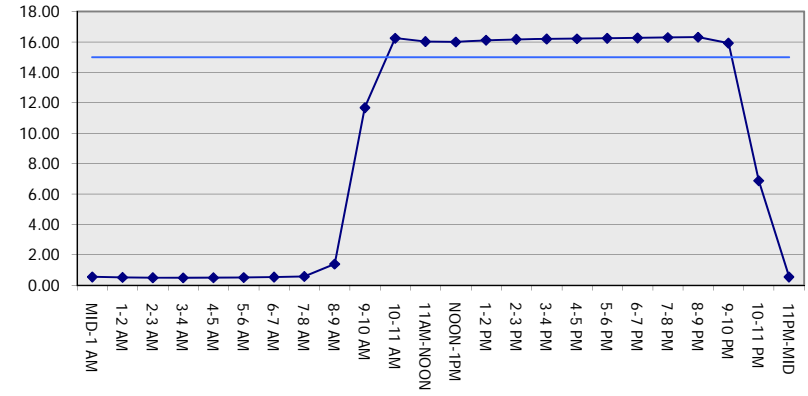
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

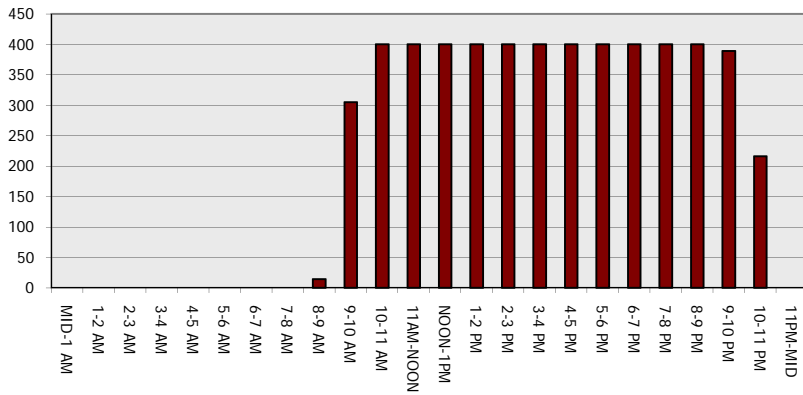
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

