

IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	663	0.0	1500	663	0	1.93	71	69.9	45.5	42.5	
1-2 AM	416	0.0	1500	416	0	0.52	0	70.2	61.2	43.8	
2-3 AM	318	0.0	1500	318	0	0.51	0	70.2	61.4	44.2	
3-4 AM	327	0.0	1500	327	0	0.51	0	70.2	61.4	44.2	
4-5 AM	459	0.0	1500	459	0	0.53	0	70.2	61.2	43.7	
5-6 AM	1099	0.0	1499	1099	0	0.72	0	69.4	57.9	38.4	
6-7 AM	2353	0.0	1499	1792	561	9.90+	273	67.8	18.5	32.2	
7-8 AM	3249	0.0	1500	1500	1749	16.09+	400	66.7	12.7	33.7	
8-9 AM	3027	0.0	1500	1500	1527	16.11+	400	66.9	12.7	33.7	
9-10 AM	2604	0.0	1500	1506	1098	16.13+	399	67.5	12.7	33.3	
10-11 AM	2777	0.0	1499	1500	1277	16.15+	399	67.3	12.7	33.2	
11AM-NOON	3125	0.0	1500	1500	1625	16.13+	400	66.8	12.7	33.2	
NOON-1PM	3482	0.0	1500	1500	1982	16.10+	400	66.4	12.7	33.2	
1-2 PM	3570	0.0	1500	1500	2070	16.09+	400	66.3	12.7	33.2	
2-3 PM	3963	0.0	1500	1500	2463	15.94+	400	63.8	12.7	33.2	
3-4 PM	4423	0.0	1500	1500	2923	15.74+	400	60.6	12.7	33.2	
4-5 PM	4610	0.0	1500	1500	3110	15.65+	399	59.4	12.7	33.2	
5-6 PM	4513	0.0	1500	1500	3013	15.70+	399	60.1	12.7	33.2	
6-7 PM	3658	0.0	1499	1500	2158	16.07+	399	65.9	12.7	33.2	
7-8 PM	2650	0.0	1500	1510	1140	16.14+	399	67.4	12.7	32.8	
8-9 PM	2229	0.0	1500	1524	705	16.23+	397	67.9	12.6	30.9	
9-10 PM	2261	0.0	1500	1500	761	16.31+	400	67.9	12.6	31.0	
10-11 PM	2228	0.0	1500	1500	728	16.31+	400	67.9	12.6	31.0	
11PM-MID	1485	0.0	1500	1485	0	15.33+	373	68.9	13.3	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	0.0398
MAIN ROUTE WITH WORKS	0.0184
'DIVERSION'	0.0447
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$197,563
CONGESTED HOURS PER DAY*	18

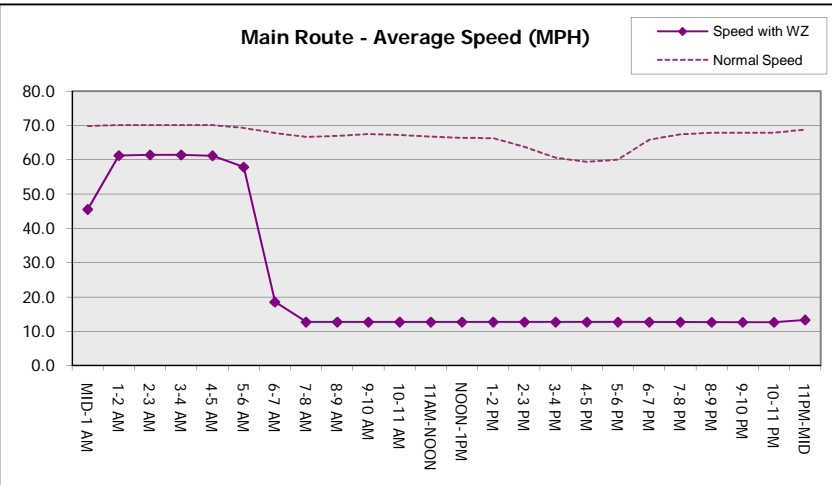
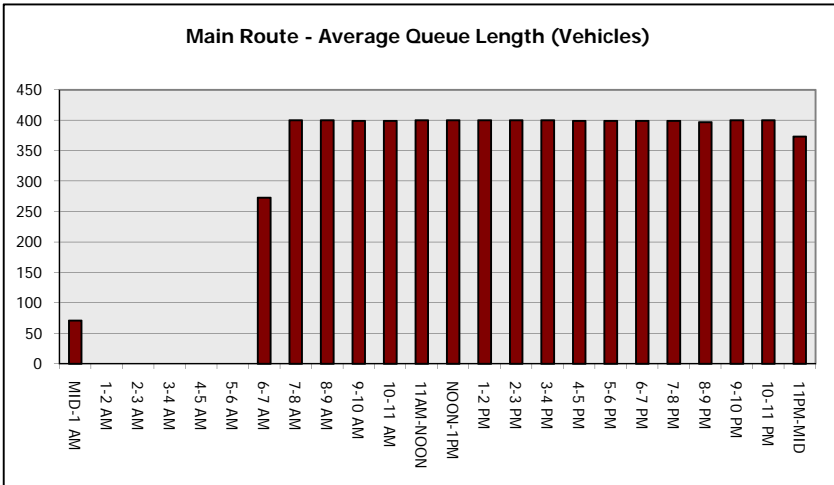
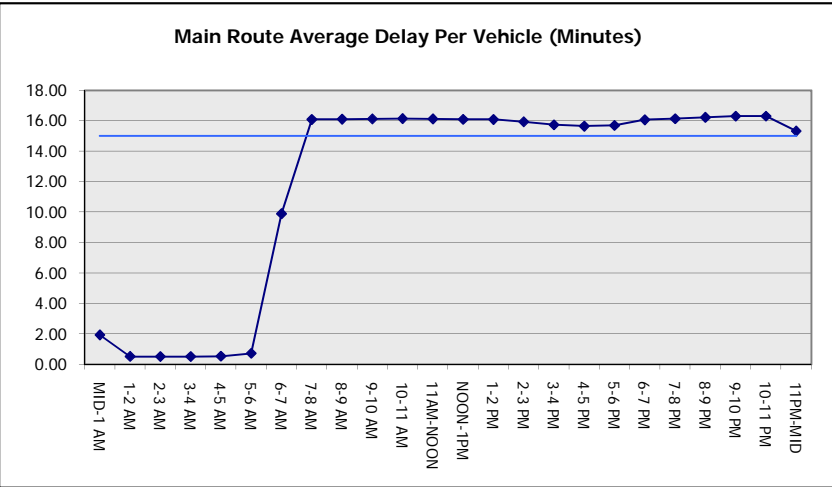
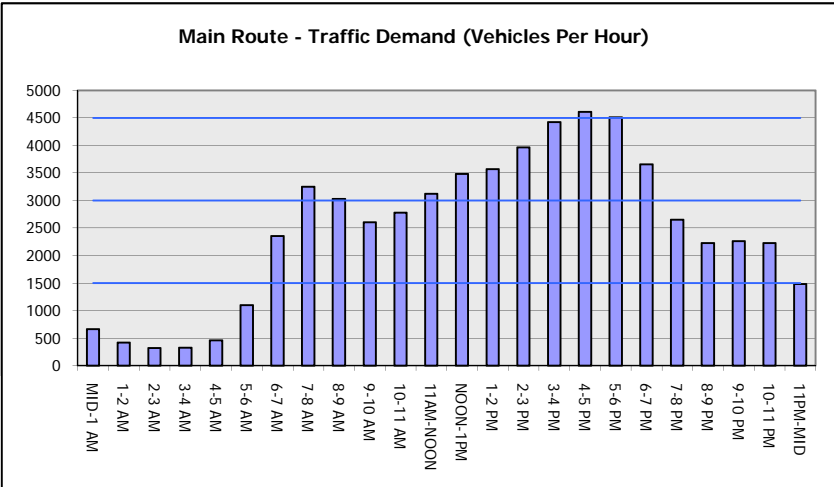
*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION



IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	396	0.0	1500	396	0	0.52	0	70.2	61.3	43.9	
1-2 AM	292	0.0	1500	292	0	0.51	0	70.2	61.5	44.3	
2-3 AM	259	0.0	1500	259	0	0.50	0	70.2	61.5	44.5	
3-4 AM	294	0.0	1500	294	0	0.51	0	70.2	61.5	44.3	
4-5 AM	675	0.0	1500	675	0	0.55	0	69.9	60.6	42.8	
5-6 AM	2010	0.0	1499	2010	0	3.95	138	68.2	32.9	30.8	
6-7 AM	4400	0.0	1500	1500	2900	15.76+	400	60.8	12.7	32.9	
7-8 AM	5481	0.0	1500	1500	3981	15.19+	400	53.4	12.7	32.9	
8-9 AM	4443	0.0	1500	1500	2943	15.74+	400	60.5	12.7	32.9	
9-10 AM	3689	0.0	1500	1500	2189	16.07+	400	65.6	12.7	32.9	
10-11 AM	3682	0.0	1500	1500	2182	16.07+	400	65.7	12.7	32.9	
11AM-NOON	3826	0.0	1500	1500	2326	16.01+	400	64.7	12.7	32.9	
NOON-1PM	3849	0.0	1500	1500	2349	16.01+	400	64.6	12.7	32.9	
1-2 PM	3903	0.0	1500	1500	2403	15.98+	400	64.2	12.7	32.9	
2-3 PM	4163	0.0	1500	1500	2663	15.87+	400	62.4	12.7	32.9	
3-4 PM	4782	0.0	1500	1500	3282	15.58+	400	58.2	12.7	32.9	
4-5 PM	4908	0.0	1500	1500	3408	15.51+	400	57.3	12.7	32.9	
5-6 PM	4595	0.0	1500	1500	3095	15.67+	400	59.5	12.7	32.9	
6-7 PM	3797	0.0	1500	1500	2297	16.03+	400	64.9	12.7	32.9	
7-8 PM	2666	0.0	1499	1438	1228	15.98+	394	67.4	12.8	32.8	
8-9 PM	2196	0.0	1499	1500	696	16.33+	399	68.0	12.5	30.8	
9-10 PM	1888	0.0	1499	1465	423	16.21+	396	68.4	12.7	30.8	
10-11 PM	1497	0.0	1499	1443	54	16.01+	390	68.9	12.8	30.8	
11PM-MID	1081	0.0	1499	1081	0	5.65	184	69.4	27.1	35.9	

+ 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	0.0460
MAIN ROUTE WITH WORKS	0.0183
'DIVERSION'	0.0595

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$227,934
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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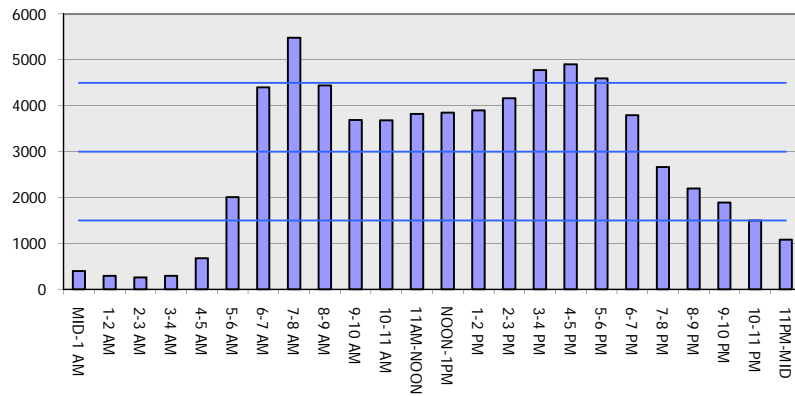
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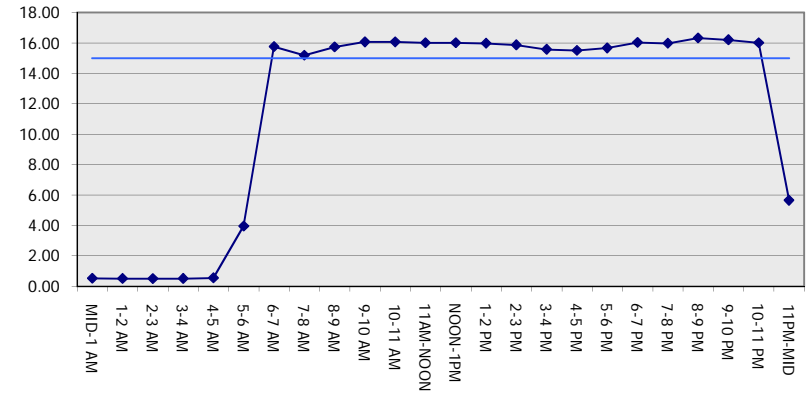
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

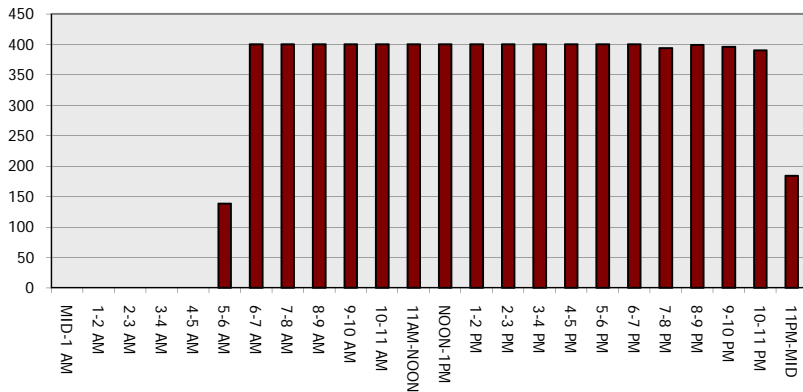
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

