

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

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	1003	0.0	1500	1003	0	1.05	17	69.5	53.9	41.0	
1-2 AM	516	0.0	1500	516	0	0.53	0	70.1	61.0	43.5	
2-3 AM	399	0.0	1500	399	0	0.52	0	70.2	61.3	43.9	
3-4 AM	316	0.0	1500	316	0	0.51	0	70.2	61.4	44.2	
4-5 AM	367	0.0	1500	367	0	0.52	0	70.2	61.4	44.0	
5-6 AM	670	0.0	1500	670	0	0.55	0	69.9	60.6	42.8	
6-7 AM	1246	0.0	1499	1246	0	0.76	0	69.2	57.3	37.4	
7-8 AM	1679	0.0	1499	1679	0	2.93	59	68.6	38.2	30.8	
8-9 AM	2210	0.0	1500	1779	431	14.60+	363	68.0	13.8	31.1	
9-10 AM	2463	0.0	1499	1500	963	16.31+	399	67.7	12.5	30.8	
10-11 AM	2774	0.0	1500	1500	1274	16.29+	400	67.3	12.5	30.8	
11AM-NOON	3041	0.0	1500	1500	1541	16.27+	400	66.9	12.5	30.8	
NOON-1PM	3243	0.0	1500	1500	1743	16.26+	400	66.7	12.5	30.8	
1-2 PM	3213	0.0	1500	1500	1713	16.26+	400	66.8	12.5	30.8	
2-3 PM	3151	0.0	1500	1500	1651	16.26+	400	66.8	12.5	30.8	
3-4 PM	3231	0.0	1500	1500	1731	16.26+	400	66.7	12.5	30.8	
4-5 PM	2986	0.0	1500	1500	1486	16.28+	400	67.0	12.5	30.8	
5-6 PM	2552	0.0	1500	1500	1052	16.31+	400	67.6	12.5	30.8	
6-7 PM	2306	0.0	1500	1500	806	16.32+	400	67.9	12.5	30.8	
7-8 PM	2330	0.0	1500	1500	830	16.32+	400	67.8	12.5	30.8	
8-9 PM	2098	0.0	1500	1500	598	16.34+	399	68.1	12.5	30.8	
9-10 PM	2270	0.0	1500	1500	770	16.33+	399	67.9	12.5	30.8	
10-11 PM	1793	0.0	1499	1452	342	16.17+	395	68.5	12.7	30.8	
11PM-MID	1210	0.0	1499	1210	0	11.32+	288	69.2	16.8	32.2	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0315
MAIN ROUTE WITH WORKS	0.0182
'DIVERSION'	0.0262
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$182,364
CONGESTED HOURS PER DAY*	16

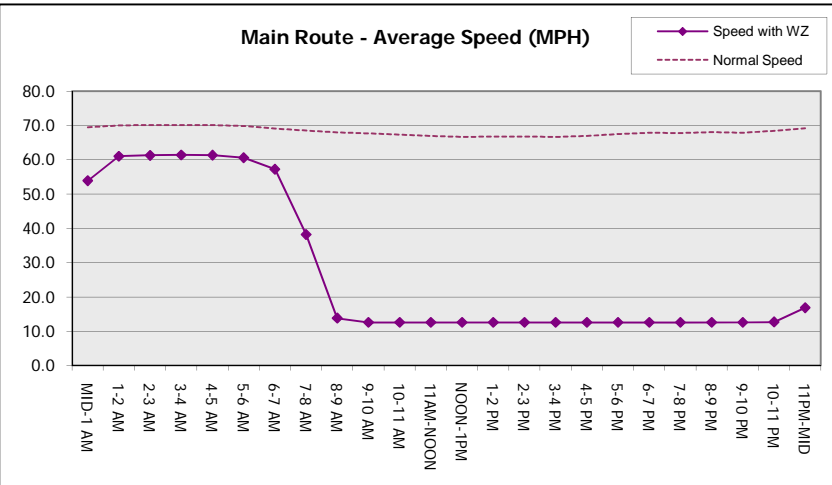
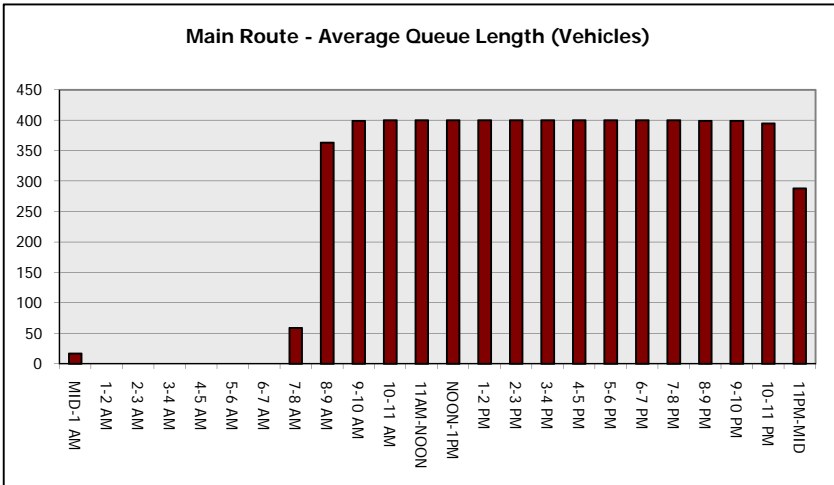
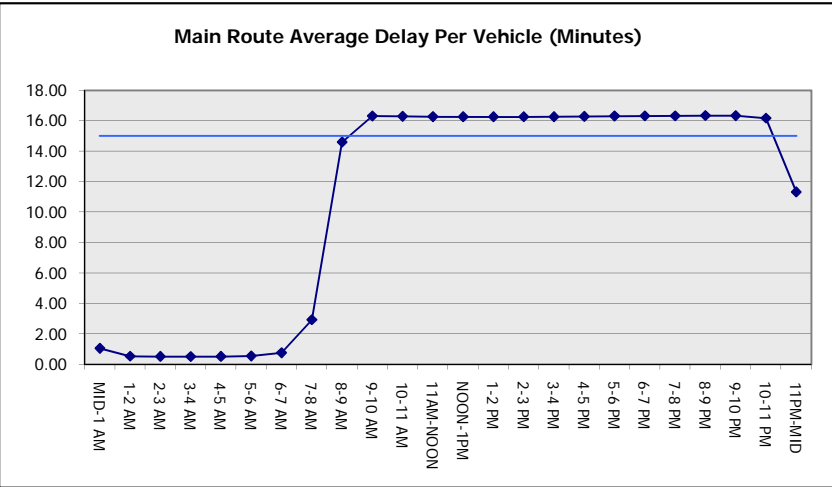
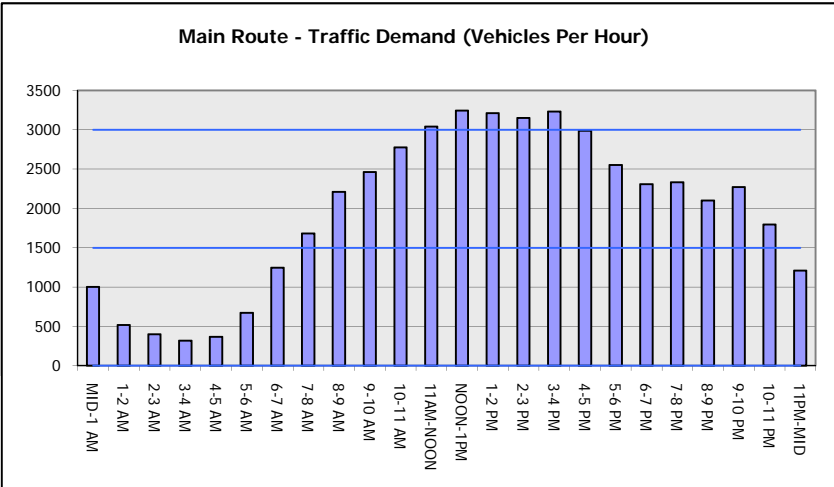
*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY 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

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	605	0.0	1500	605	0	0.54	0	70.0	60.8	43.1	
1-2 AM	364	0.0	1500	364	0	0.52	0	70.2	61.4	44.0	
2-3 AM	277	0.0	1500	277	0	0.51	0	70.2	61.5	44.4	
3-4 AM	271	0.0	1500	271	0	0.51	0	70.2	61.5	44.4	
4-5 AM	402	0.0	1500	402	0	0.52	0	70.2	61.3	43.9	
5-6 AM	711	0.0	1500	711	0	0.56	0	69.9	60.5	42.7	
6-7 AM	1113	0.0	1499	1113	0	0.66	0	69.4	58.6	39.6	
7-8 AM	1652	0.0	1499	1652	0	2.22	39	68.7	42.8	30.9	
8-9 AM	2419	0.0	1500	1764	655	14.50+	364	67.8	13.8	32.7	
9-10 AM	2977	0.0	1499	1500	1477	16.28+	399	67.0	12.5	30.8	
10-11 AM	3545	0.0	1500	1500	2045	16.24+	400	66.3	12.5	30.8	
11AM-NOON	3978	0.0	1499	1500	2478	16.08+	400	63.7	12.5	30.8	
NOON-1PM	3933	0.0	1500	1500	2433	16.10+	400	64.0	12.5	30.8	
1-2 PM	4029	0.0	1500	1500	2529	16.06+	400	63.3	12.5	30.8	
2-3 PM	4084	0.0	1499	1500	2584	16.03+	400	63.0	12.5	30.8	
3-4 PM	3960	0.0	1500	1500	2460	16.09+	400	63.8	12.5	30.8	
4-5 PM	3910	0.0	1500	1500	2410	16.11+	400	64.1	12.5	30.8	
5-6 PM	3473	0.0	1500	1500	1973	16.24+	400	66.4	12.5	30.8	
6-7 PM	3002	0.0	1500	1500	1502	16.27+	400	67.0	12.5	30.8	
7-8 PM	2347	0.0	1500	1500	847	16.32+	400	67.8	12.5	30.8	
8-9 PM	2197	0.0	1499	1500	697	16.33+	400	68.0	12.5	30.8	
9-10 PM	1949	0.0	1500	1500	449	16.35+	400	68.3	12.5	30.8	
10-11 PM	1615	0.0	1500	1459	156	16.19+	395	68.7	12.7	30.8	
11PM-MID	1100	0.0	1499	1100	0	7.04	212	69.4	23.6	35.3	

+ 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	0.0360
MAIN ROUTE WITH WORKS	0.0176
'DIVERSION'	0.0382

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$213,227
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

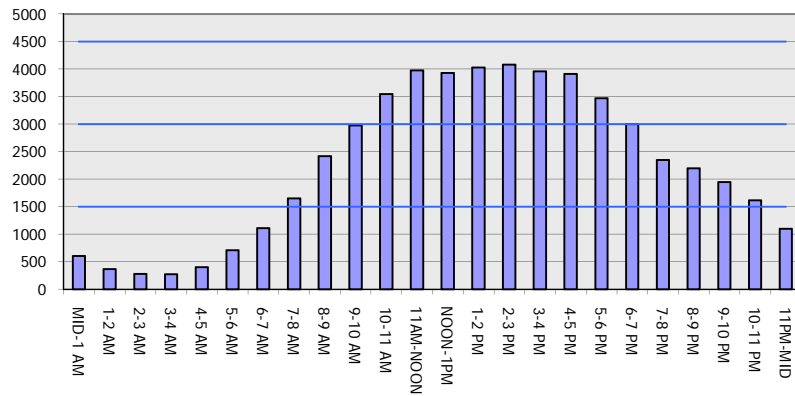
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AUGUST

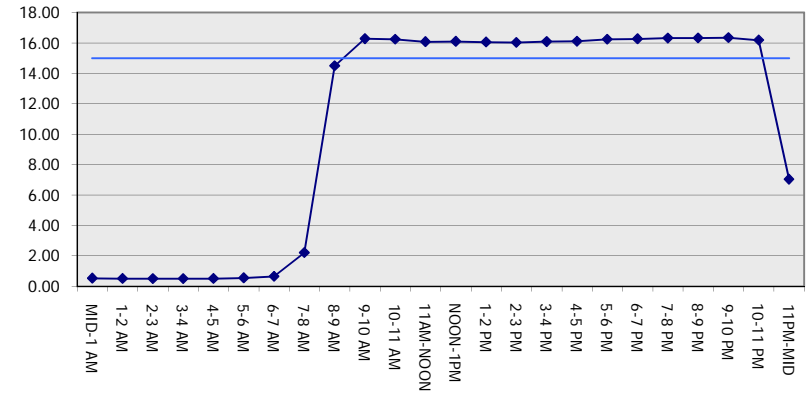
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

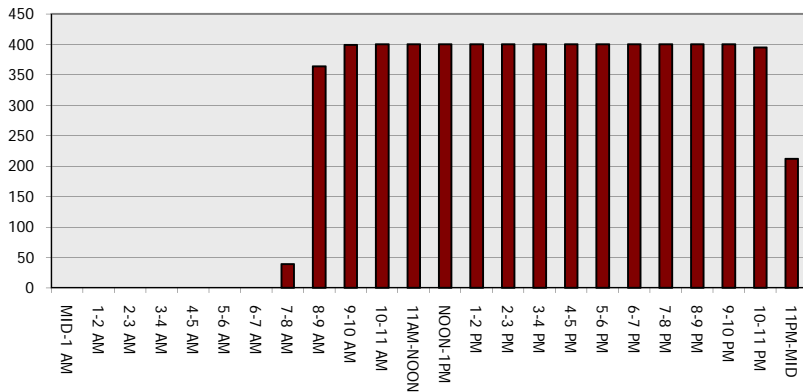
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

