

IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 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	373	0.0	3000	373	0	0.36	0	70.2	63.8	49.7
1-2 AM	241	0.0	3000	241	0	0.36	0	70.2	63.8	49.7
2-3 AM	205	0.0	3000	205	0	0.36	0	70.2	63.8	49.7
3-4 AM	265	0.0	3000	265	0	0.36	0	70.2	63.8	49.7
4-5 AM	509	0.0	3000	509	0	0.36	0	70.1	63.7	49.7
5-6 AM	1402	0.0	3000	1402	0	0.34	0	69.0	63.0	49.7
6-7 AM	3041	0.0	2999	3041	0	1.32	49	66.9	49.6	39.9
7-8 AM	4218	0.0	3000	3578	640	11.41+	644	62.0	16.4	37.3
8-9 AM	3640	0.0	3000	3001	639	15.29+	805	66.0	13.4	37.3
9-10 AM	2789	0.0	3000	2789	0	13.36+	699	67.3	14.7	37.3
10-11 AM	2700	0.0	3000	2700	0	7.94	407	67.4	21.5	37.3
11AM-NOON	3026	0.0	3000	3026	0	5.43	259	66.9	27.4	37.3
NOON-1PM	3294	0.0	3000	3294	0	8.27	425	66.6	20.9	37.3
1-2 PM	3411	0.0	2999	3160	251	13.91+	733	66.5	14.3	37.3
2-3 PM	4108	0.0	3000	3012	1097	15.12+	807	62.8	13.4	37.3
3-4 PM	5144	0.0	3000	3001	2143	14.64+	809	55.7	13.4	37.3
4-5 PM	5595	0.0	3000	3000	2595	14.37+	809	52.7	13.4	37.3
5-6 PM	5491	0.0	3000	3000	2491	14.44+	809	53.3	13.4	37.3
6-7 PM	3734	0.0	3000	3006	728	15.26+	806	65.3	13.4	37.3
7-8 PM	2547	0.0	3000	2547	0	10.96	586	67.6	17.1	38.0
8-9 PM	2168	0.0	3000	2168	0	1.17	66	68.1	51.7	48.2
9-10 PM	1727	0.0	3000	1727	0	0.34	0	68.6	62.8	49.7
10-11 PM	1098	0.0	3000	1098	0	0.35	0	69.4	63.3	49.7
11PM-MID	671	0.0	3000	671	0	0.36	0	69.9	63.6	49.7

+ 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	0.0410
MAIN ROUTE WITH WORKS	0.0306
'DIVERSION'	0.0164
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$140,371
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

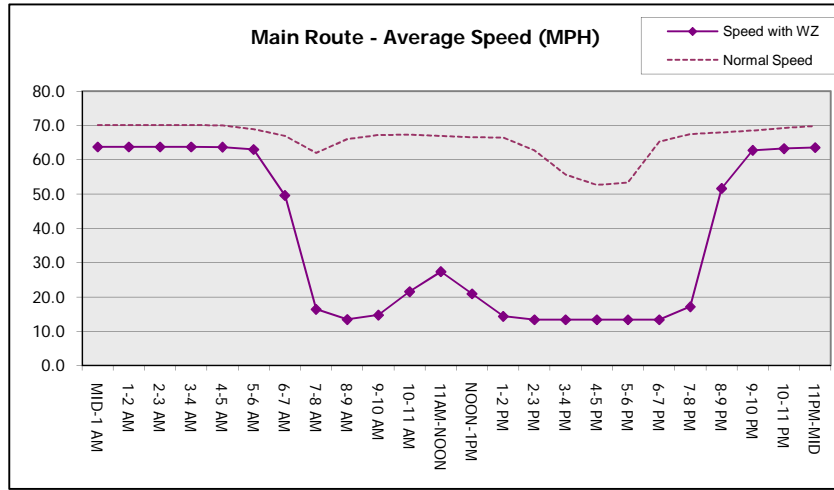
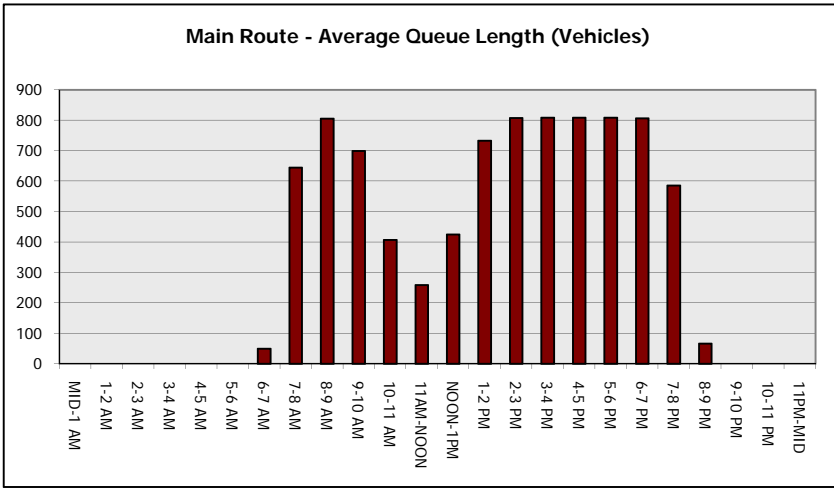
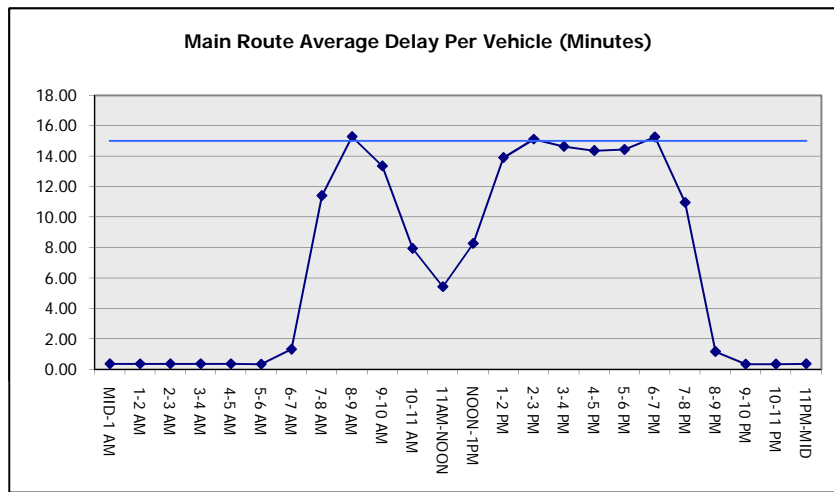
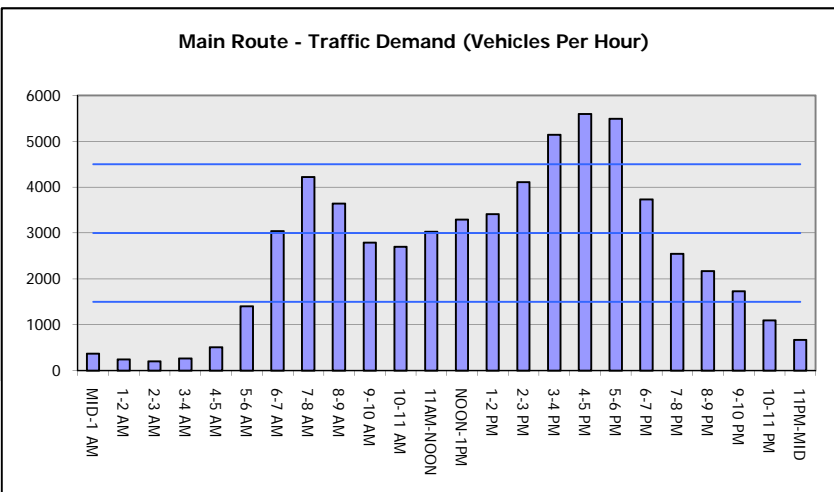
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR WESTBOUND DIRECTION



IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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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	275	0.0	3000	275	0	0.36	0	70.2	63.8	49.7	
1-2 AM	204	0.0	3000	204	0	0.36	0	70.2	63.8	49.7	
2-3 AM	200	0.0	3000	200	0	0.36	0	70.2	63.8	49.7	
3-4 AM	307	0.0	3000	307	0	0.36	0	70.2	63.8	49.7	
4-5 AM	776	0.0	3000	776	0	0.35	0	69.7	63.5	49.7	
5-6 AM	2612	0.0	2999	2612	0	0.89	25	67.5	54.5	43.5	
6-7 AM	5532	0.0	3000	3633	1899	11.85+	703	53.0	15.3	42.2	
7-8 AM	5533	0.0	2999	3000	2533	14.41+	809	53.0	13.4	37.3	
8-9 AM	4628	0.0	3000	3012	1616	14.89+	808	59.2	13.4	37.3	
9-10 AM	3400	0.0	3000	3062	339	15.18+	797	66.5	13.5	37.3	
10-11 AM	3105	0.0	3000	3000	105	15.34+	805	66.9	13.4	37.3	
11AM-NOON	3250	0.0	3000	3000	250	15.33+	805	66.7	13.4	37.3	
NOON-1PM	3253	0.0	3000	3000	253	15.33+	805	66.7	13.4	37.3	
1-2 PM	3274	0.0	3000	3000	275	15.33+	805	66.7	13.4	37.3	
2-3 PM	3630	0.0	3000	3000	630	15.29+	805	66.1	13.4	37.3	
3-4 PM	4323	0.0	2999	3000	1324	15.02+	807	61.3	13.4	37.3	
4-5 PM	4609	0.0	2999	3000	1608	14.92+	809	59.4	13.4	37.3	
5-6 PM	4105	0.0	3000	3000	1105	15.11+	806	62.8	13.4	37.3	
6-7 PM	2916	0.0	3000	2825	91	14.53+	763	67.1	13.8	37.3	
7-8 PM	1972	0.0	2999	1972	0	2.71	222	68.3	39.4	46.6	
8-9 PM	1710	0.0	3000	1710	0	0.34	0	68.6	62.8	49.7	
9-10 PM	1324	0.0	3000	1324	0	0.35	0	69.1	63.1	49.7	
10-11 PM	882	0.0	3000	882	0	0.35	0	69.6	63.5	49.7	
11PM-MID	518	0.0	3000	518	0	0.36	0	70.1	63.7	49.7	

+ 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	0.0303
'DIVERSION'	0.0186

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$167,017
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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OCTOBER

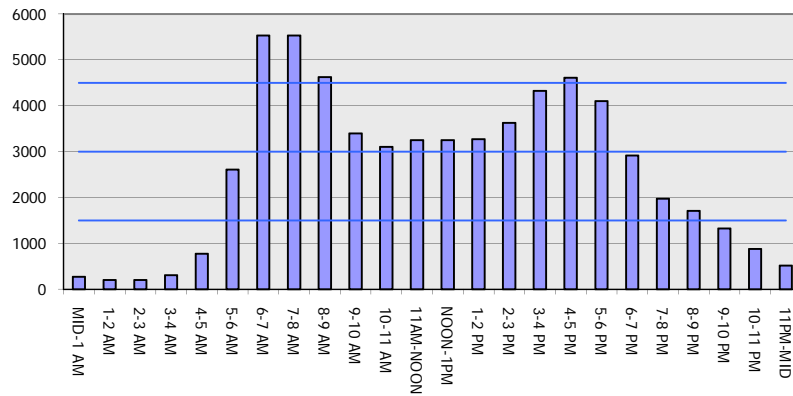
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

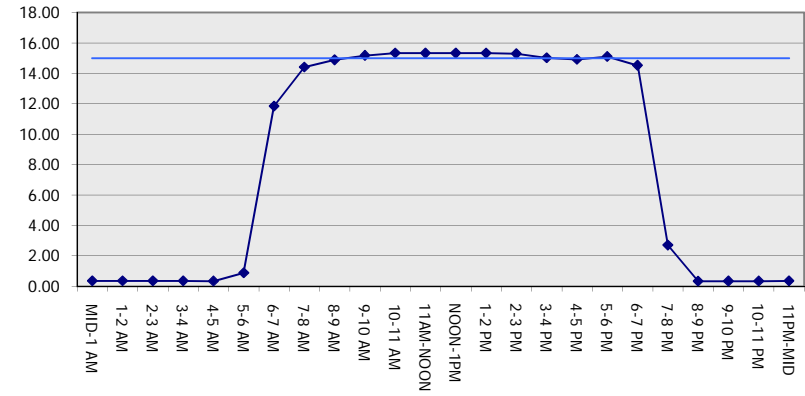
MON-THUR

EASTBOUND DIRECTION

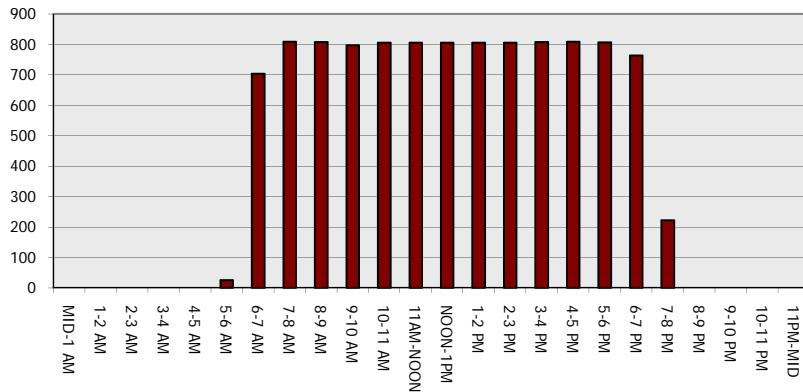
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

