

IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE 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	1500	373	0	0.52	0	70.2	61.3	44.0	
1-2 AM	241	0.0	1500	241	0	0.50	0	70.2	61.5	44.5	
2-3 AM	205	0.0	1500	205	0	0.50	0	70.2	61.6	44.6	
3-4 AM	265	0.0	1500	265	0	0.50	0	70.2	61.5	44.4	
4-5 AM	509	0.0	1500	509	0	0.53	0	70.1	61.0	43.5	
5-6 AM	1402	0.0	1499	1402	0	1.58	27	69.0	48.2	36.1	
6-7 AM	3041	0.0	1500	1770	1270	14.42+	371	66.9	13.8	35.0	
7-8 AM	4218	0.0	1499	1500	2718	15.97+	399	62.0	12.5	30.8	
8-9 AM	3640	0.0	1500	1500	2140	16.22+	400	66.0	12.5	30.8	
9-10 AM	2789	0.0	1500	1500	1289	16.29+	400	67.3	12.5	30.8	
10-11 AM	2700	0.0	1500	1500	1200	16.30+	400	67.4	12.5	30.8	
11AM-NOON	3026	0.0	1500	1500	1526	16.27+	400	66.9	12.5	30.8	
NOON-1PM	3294	0.0	1500	1500	1794	16.25+	400	66.6	12.5	30.8	
1-2 PM	3411	0.0	1500	1500	1911	16.25+	400	66.5	12.5	30.8	
2-3 PM	4108	0.0	1500	1500	2608	16.02+	400	62.8	12.5	30.8	
3-4 PM	5144	0.0	1500	1500	3644	15.51+	400	55.7	12.5	30.8	
4-5 PM	5595	0.0	1500	1500	4095	15.25+	400	52.7	12.5	30.8	
5-6 PM	5491	0.0	1500	1500	3991	15.31+	400	53.3	12.5	30.8	
6-7 PM	3734	0.0	1500	1500	2234	16.18+	400	65.3	12.5	30.8	
7-8 PM	2547	0.0	1500	1500	1047	16.31+	400	67.6	12.5	30.8	
8-9 PM	2168	0.0	1500	1500	668	16.33+	400	68.1	12.5	30.8	
9-10 PM	1727	0.0	1500	1517	210	16.28+	397	68.6	12.6	30.8	
10-11 PM	1098	0.0	1499	1098	0	7.81	228	69.4	22.0	35.2	
11PM-MID	671	0.0	1500	671	0	0.55	0	69.9	60.6	42.8	

+ 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	0.0410
MAIN ROUTE WITH WORKS	0.0175
'DIVERSION'	0.0501
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$195,464
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

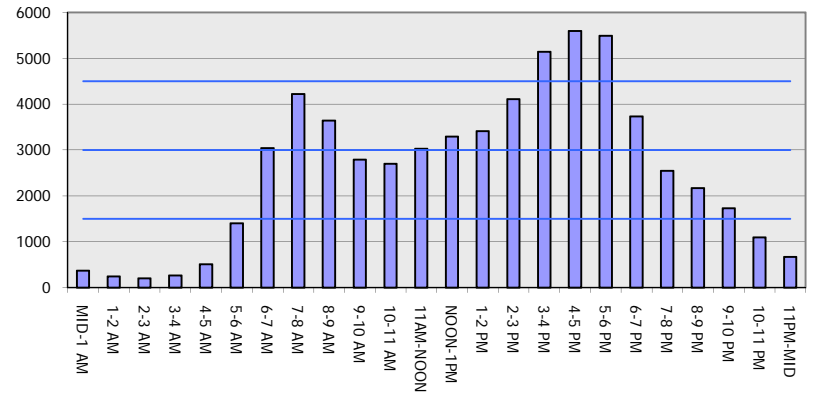
OCTOBER

Analyzed for 2009
Construction Season

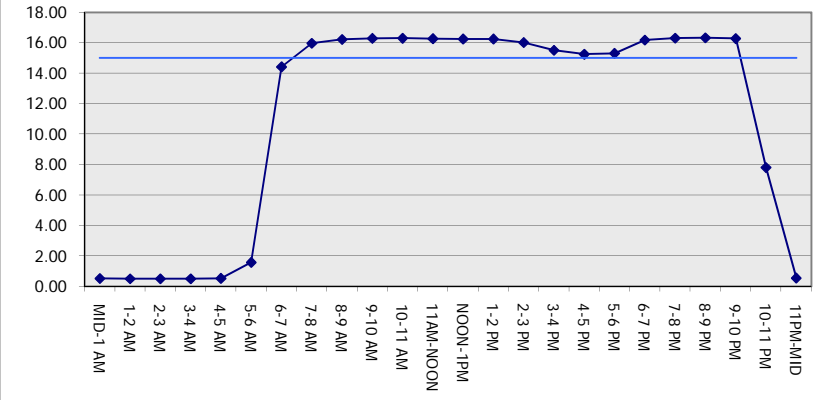
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR WESTBOUND DIRECTION

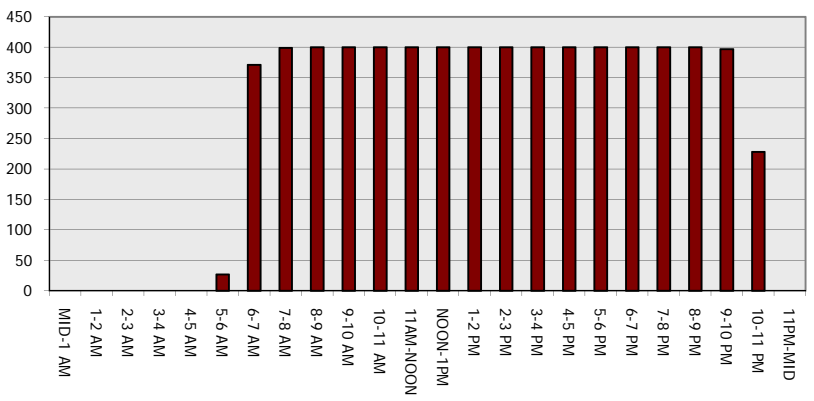
Main Route - Traffic Demand (Vehicles Per Hour)



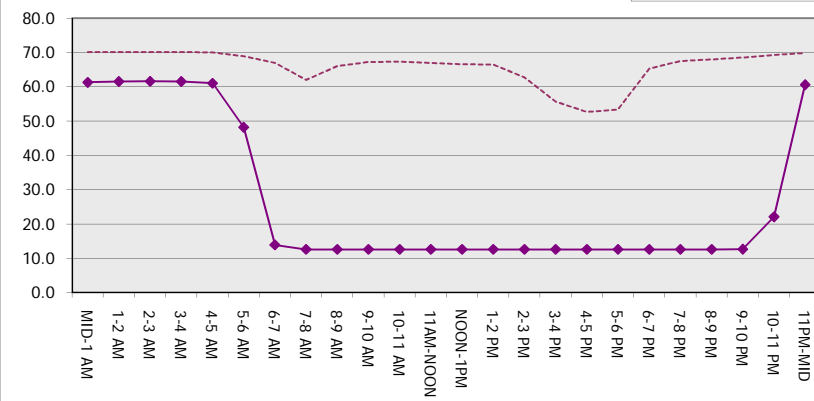
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	1500	275	0	0.51	0	70.2	61.5	44.4
1-2 AM	204	0.0	1500	204	0	0.50	0	70.2	61.7	44.6
2-3 AM	200	0.0	1500	200	0	0.50	0	70.2	61.7	44.7
3-4 AM	307	0.0	1500	307	0	0.51	0	70.2	61.4	44.3
4-5 AM	776	0.0	1500	776	0	0.56	0	69.7	60.4	42.5
5-6 AM	2612	0.0	1499	1759	853	9.28+	264	67.5	19.4	33.5
6-7 AM	5532	0.0	1500	1500	4032	15.00+	400	53.0	12.7	36.3
7-8 AM	5533	0.0	1500	1500	4033	15.00+	400	53.0	12.7	36.3
8-9 AM	4628	0.0	1500	1500	3128	15.50+	400	59.2	12.7	36.3
9-10 AM	3400	0.0	1500	1500	1900	15.96+	400	66.5	12.7	36.3
10-11 AM	3105	0.0	1500	1503	1601	15.98+	399	66.9	12.7	36.0
11AM-NOON	3250	0.0	1500	1500	1750	15.98+	400	66.7	12.7	36.0
NOON-1PM	3253	0.0	1500	1500	1753	15.98+	400	66.7	12.7	36.0
1-2 PM	3274	0.0	1500	1500	1774	15.98+	400	66.7	12.7	36.0
2-3 PM	3630	0.0	1500	1500	2130	15.95+	400	66.1	12.7	36.0
3-4 PM	4323	0.0	1500	1500	2823	15.65+	400	61.3	12.7	36.0
4-5 PM	4609	0.0	1500	1500	3109	15.52+	400	59.4	12.7	36.0
5-6 PM	4105	0.0	1500	1500	2605	15.75+	400	62.8	12.7	36.0
6-7 PM	2916	0.0	1500	1576	1341	15.88+	393	67.1	12.9	33.4
7-8 PM	1972	0.0	1499	1553	420	16.11+	394	68.3	12.7	30.8
8-9 PM	1710	0.0	1499	1500	210	16.36+	399	68.6	12.5	30.8
9-10 PM	1324	0.0	1500	1324	0	13.40	327	69.1	14.8	30.8
10-11 PM	882	0.0	1500	882	0	1.58	44	69.6	48.4	41.5
11PM-MID	518	0.0	1500	518	0	0.53	0	70.1	61.0	43.4

+ 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	0.0417
MAIN ROUTE WITH WORKS	0.0174
'DIVERSION'	0.0518

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$195,437
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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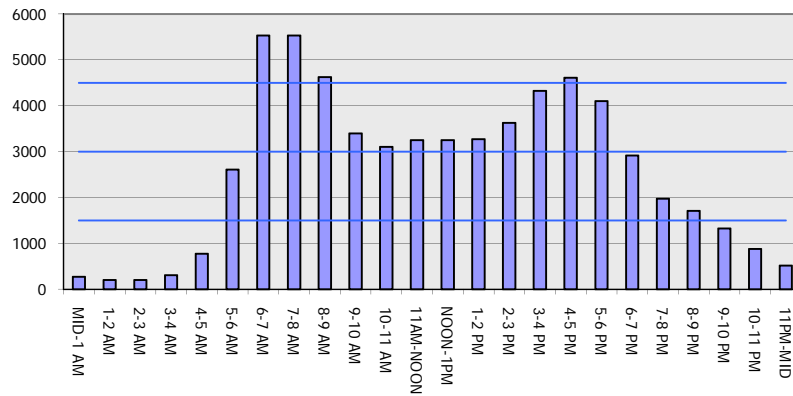
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

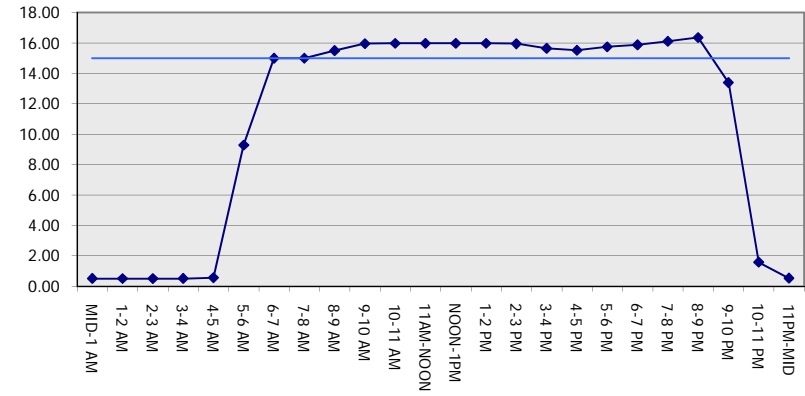
MON-THUR

EASTBOUND DIRECTION

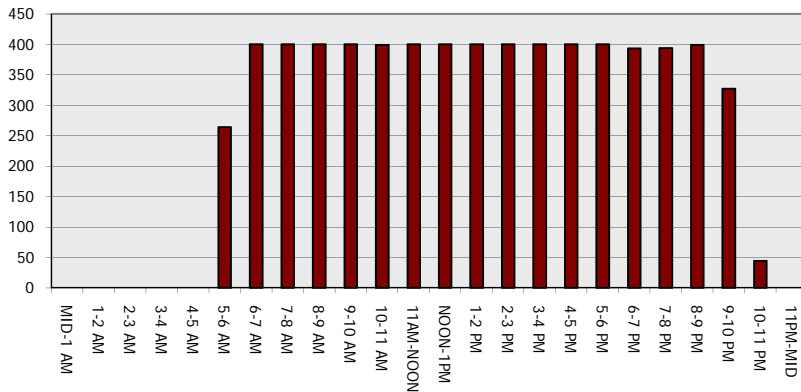
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

