

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

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	757	0.0	1500	757	0	0.56	0	69.8	60.4	42.5	
1-2 AM	432	0.0	1500	432	0	0.53	0	70.2	61.2	43.8	
2-3 AM	372	0.0	1500	372	0	0.52	0	70.2	61.4	44.0	
3-4 AM	240	0.0	1500	240	0	0.50	0	70.2	61.5	44.5	
4-5 AM	210	0.0	1500	210	0	0.50	0	70.2	61.6	44.6	
5-6 AM	361	0.0	1500	361	0	0.52	0	70.2	61.4	44.0	
6-7 AM	598	0.0	1500	598	0	0.54	0	70.0	60.8	43.2	
7-8 AM	967	0.0	1499	967	0	0.58	0	69.6	59.9	41.8	
8-9 AM	1396	0.0	1499	1396	0	1.07	3	69.0	53.4	33.7	
9-10 AM	2047	0.0	1500	1974	74	8.40+	237	68.2	20.9	30.8	
10-11 AM	2633	0.0	1500	1496	1137	16.24+	399	67.4	12.6	31.5	
11AM-NOON	3107	0.0	1500	1500	1607	16.23+	400	66.9	12.6	31.4	
NOON-1PM	3492	0.0	1500	1500	1992	16.20+	400	66.4	12.6	31.4	
1-2 PM	3286	0.0	1500	1500	1786	16.22+	400	66.6	12.6	31.4	
2-3 PM	3224	0.0	1500	1500	1724	16.22+	400	66.8	12.6	31.4	
3-4 PM	3398	0.0	1500	1500	1898	16.21+	400	66.5	12.6	31.4	
4-5 PM	3177	0.0	1500	1500	1677	16.23+	400	66.8	12.6	31.4	
5-6 PM	2833	0.0	1500	1500	1333	16.25+	400	67.2	12.6	31.4	
6-7 PM	2436	0.0	1500	1476	960	16.19+	397	67.7	12.7	31.4	
7-8 PM	1952	0.0	1499	1450	502	16.15+	395	68.3	12.7	30.8	
8-9 PM	1364	0.0	1499	1349	15	14.63+	357	69.1	13.8	30.8	
9-10 PM	1058	0.0	1499	1058	0	2.70	87	69.4	39.8	38.1	
10-11 PM	854	0.0	1500	854	0	0.57	0	69.7	60.2	42.2	
11PM-MID	552	0.0	1500	552	0	0.54	0	70.0	60.9	43.3	

+ 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	0.0272
MAIN ROUTE WITH WORKS	0.0157
'DIVERSION'	0.0228
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$145,991
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

**IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

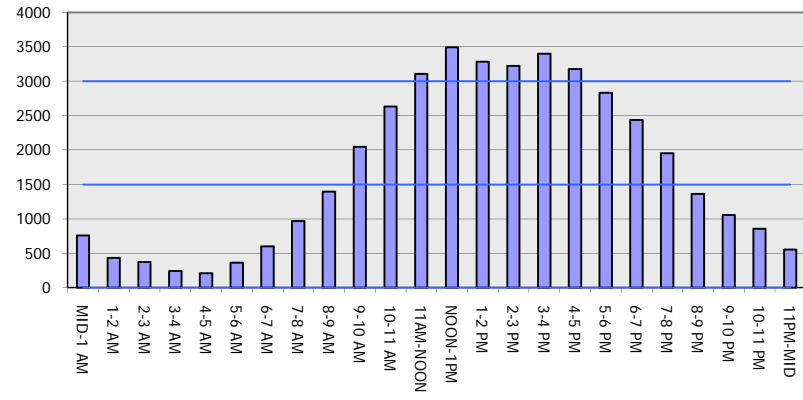
OCTOBER

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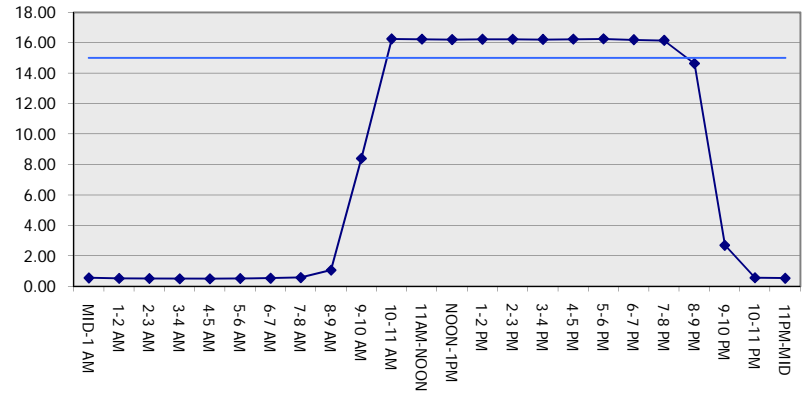
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

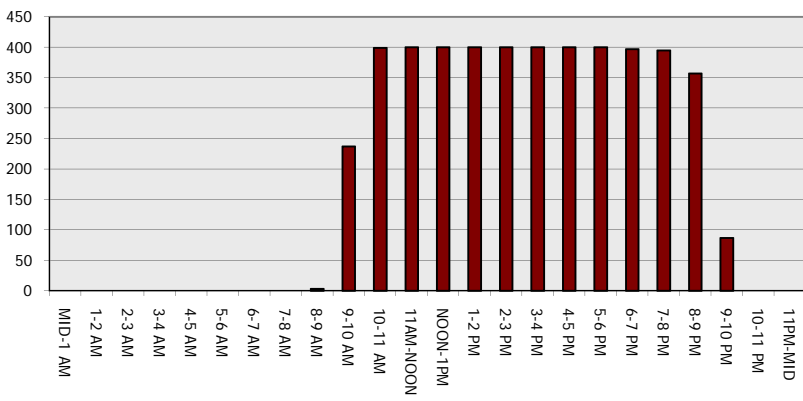
Main Route - Traffic Demand (Vehicles Per Hour)



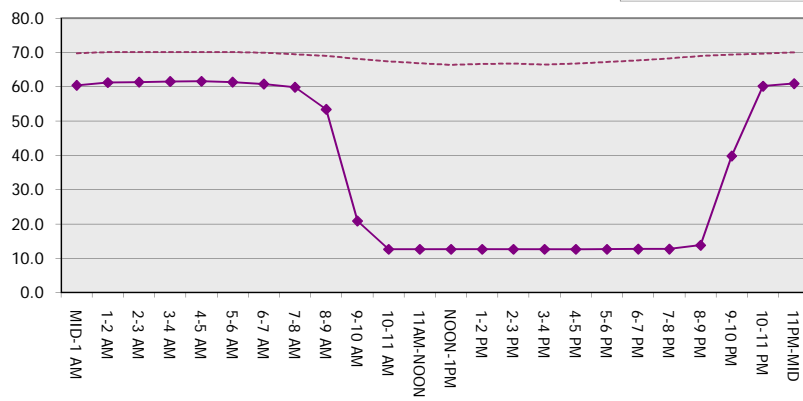
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	709	0.0	1500	709	0	0.56	0	69.9	60.5	42.7	
1-2 AM	397	0.0	1500	397	0	0.52	0	70.2	61.3	43.9	
2-3 AM	286	0.0	1500	286	0	0.51	0	70.2	61.5	44.3	
3-4 AM	229	0.0	1500	229	0	0.50	0	70.2	61.6	44.6	
4-5 AM	257	0.0	1500	257	0	0.50	0	70.2	61.5	44.5	
5-6 AM	411	0.0	1500	411	0	0.52	0	70.2	61.2	43.8	
6-7 AM	657	0.0	1500	657	0	0.55	0	69.9	60.7	42.9	
7-8 AM	983	0.0	1499	983	0	0.58	0	69.5	59.9	41.7	
8-9 AM	1437	0.0	1499	1437	0	1.33	11	68.9	50.5	33.4	
9-10 AM	2234	0.0	1500	1771	463	10.89+	291	67.9	17.3	31.4	
10-11 AM	2973	0.0	1500	1500	1473	16.21+	400	67.1	12.6	31.9	
11AM-NOON	3590	0.0	1500	1500	2090	16.16+	400	66.3	12.6	31.9	
NOON-1PM	3815	0.0	1500	1500	2315	16.08+	400	64.8	12.6	31.9	
1-2 PM	3810	0.0	1500	1500	2310	16.08+	400	64.8	12.6	31.9	
2-3 PM	3799	0.0	1500	1500	2299	16.08+	400	64.9	12.6	31.9	
3-4 PM	3917	0.0	1500	1500	2417	16.03+	400	64.1	12.6	31.9	
4-5 PM	3848	0.0	1500	1500	2348	16.06+	400	64.6	12.6	31.9	
5-6 PM	3551	0.0	1500	1500	2051	16.17+	400	66.3	12.6	31.9	
6-7 PM	3206	0.0	1500	1500	1706	16.19+	400	66.8	12.6	31.9	
7-8 PM	2347	0.0	1500	1523	824	16.19+	397	67.8	12.7	31.4	
8-9 PM	1797	0.0	1500	1557	240	16.10+	393	68.5	12.7	30.8	
9-10 PM	1295	0.0	1499	1295	0	13.12+	323	69.1	15.0	31.0	
10-11 PM	879	0.0	1500	879	0	1.39	35	69.6	50.3	41.7	
11PM-MID	491	0.0	1500	491	0	0.53	0	70.1	61.1	43.5	

+ 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	0.0314
MAIN ROUTE WITH WORKS	0.0159
'DIVERSION'	0.0318

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$177,837
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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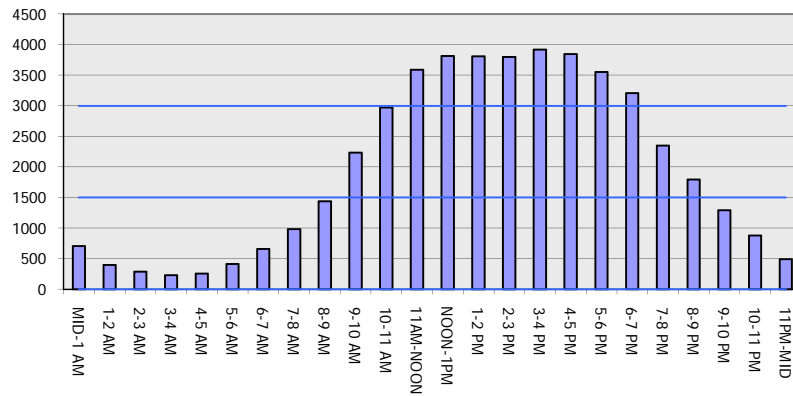
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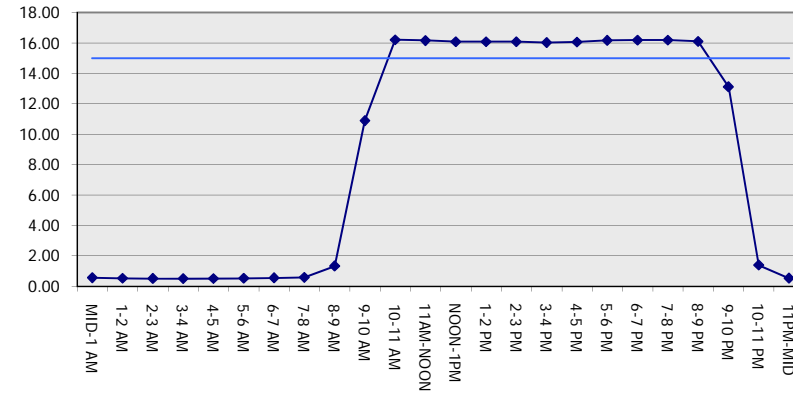
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

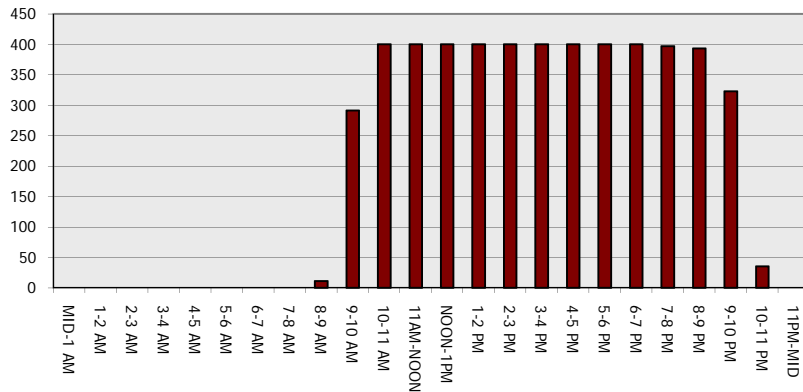
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

