

IH 94: USH 18 TO CTH O (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

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	560	0.0	1500	560	0	0.80	12	70.0	54.9	43.2	
1-2 AM	331	0.0	1500	331	0	0.51	0	70.2	59.6	44.2	
2-3 AM	287	0.0	1500	287	0	0.51	0	70.2	59.7	44.3	
3-4 AM	370	0.0	1500	370	0	0.52	0	70.2	59.6	44.0	
4-5 AM	761	0.0	1500	761	0	0.56	0	69.8	58.6	42.5	
5-6 AM	1970	0.0	1499	1970	0	4.22	140	68.3	28.3	30.8	
6-7 AM	3792	0.0	1499	1500	2292	16.20+	399	65.0	10.6	30.8	
7-8 AM	4616	0.0	1500	1500	3116	15.90+	400	59.3	10.6	30.8	
8-9 AM	4442	0.0	1500	1500	2942	15.97+	400	60.5	10.6	30.8	
9-10 AM	3425	0.0	1500	1500	1925	16.27+	400	66.5	10.6	30.8	
10-11 AM	3188	0.0	1500	1500	1688	16.28+	400	66.8	10.6	30.8	
11AM-NOON	3601	0.0	1500	1500	2101	16.26+	400	66.3	10.6	30.8	
NOON-1PM	3757	0.0	1500	1500	2257	16.21+	400	65.2	10.6	30.8	
1-2 PM	3903	0.0	1500	1500	2403	16.16+	400	64.2	10.6	30.8	
2-3 PM	4186	0.0	1500	1500	2686	16.06+	400	62.3	10.6	30.8	
3-4 PM	4504	0.0	1500	1500	3004	15.94+	400	60.1	10.6	30.8	
4-5 PM	4683	0.0	1500	1500	3183	15.87+	400	58.9	10.6	30.8	
5-6 PM	4609	0.0	1500	1500	3109	15.90+	400	59.4	10.6	30.8	
6-7 PM	4287	0.0	1500	1500	2787	16.03+	400	61.5	10.6	30.8	
7-8 PM	3079	0.0	1500	1500	1579	16.29+	400	66.9	10.6	30.8	
8-9 PM	2522	0.0	1500	1500	1022	16.32+	400	67.6	10.6	30.8	
9-10 PM	2191	0.0	1500	1474	717	16.24+	397	68.0	10.6	30.8	
10-11 PM	1920	0.0	1499	1473	448	16.25+	397	68.4	10.6	30.8	
11PM-MID	1233	0.0	1499	1226	7	12.56+	319	69.2	13.2	32.3	

+ 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

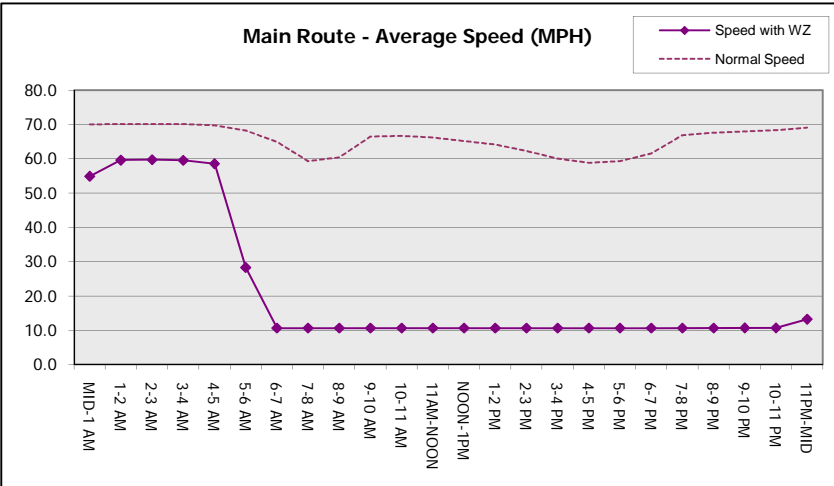
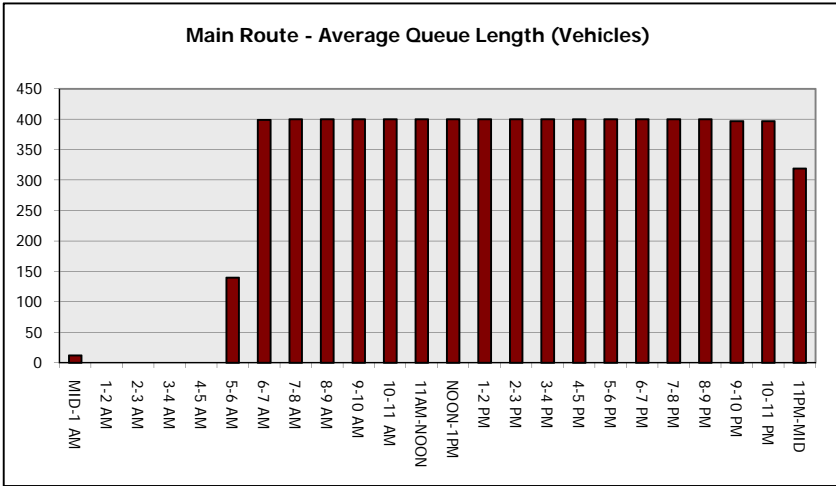
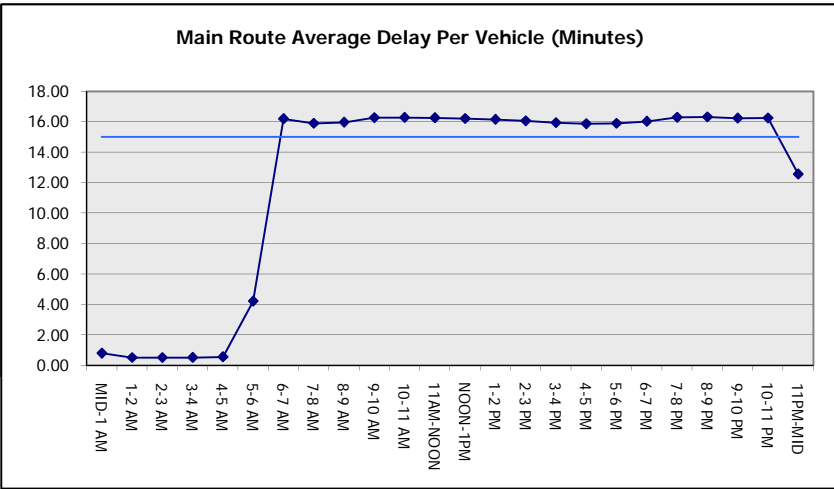
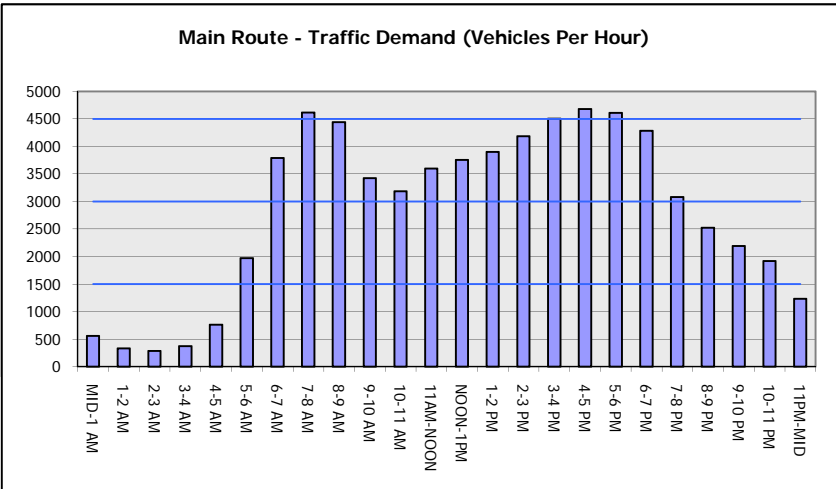
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0369
MAIN ROUTE WITH WORKS	0.0147
'DIVERSION'	0.0467
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$226,996
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION



IH 94: USH 18 TO CTH O (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	508	0.0	1500	508	0	0.53	0	70.1	59.2	43.5
1-2 AM	319	0.0	1500	319	0	0.51	0	70.2	59.7	44.2
2-3 AM	274	0.0	1500	274	0	0.51	0	70.2	59.7	44.4
3-4 AM	329	0.0	1500	329	0	0.51	0	70.2	59.6	44.2
4-5 AM	646	0.0	1500	646	0	0.55	0	69.9	58.9	43.0
5-6 AM	1966	0.0	1499	1966	0	3.19	117	68.3	33.0	30.9
6-7 AM	4424	0.0	1499	1500	2924	15.97+	399	60.6	10.6	30.8
7-8 AM	4966	0.0	1500	1500	3466	15.76+	400	56.9	10.6	30.8
8-9 AM	4814	0.0	1500	1500	3314	15.82+	400	57.9	10.6	30.8
9-10 AM	3922	0.0	1500	1500	2422	16.15+	400	64.1	10.6	30.8
10-11 AM	3551	0.0	1500	1500	2051	16.26+	400	66.3	10.6	30.8
11AM-NOON	3896	0.0	1500	1500	2396	16.16+	400	64.2	10.6	30.8
NOON-1PM	3940	0.0	1500	1500	2440	16.15+	400	64.0	10.6	30.8
1-2 PM	4033	0.0	1500	1500	2533	16.12+	400	63.3	10.6	30.8
2-3 PM	4352	0.0	1500	1500	2852	16.00+	400	61.1	10.6	30.8
3-4 PM	4553	0.0	1500	1500	3053	15.93+	400	59.7	10.6	30.8
4-5 PM	4707	0.0	1500	1500	3207	15.86+	400	58.7	10.6	30.8
5-6 PM	4429	0.0	1500	1500	2929	15.97+	400	60.6	10.6	30.8
6-7 PM	3695	0.0	1500	1500	2195	16.23+	400	65.6	10.6	30.8
7-8 PM	2783	0.0	1500	1500	1283	16.31+	400	67.3	10.6	30.8
8-9 PM	2596	0.0	1500	1500	1096	16.32+	400	67.5	10.6	30.8
9-10 PM	2242	0.0	1500	1477	766	16.25+	397	67.9	10.6	30.8
10-11 PM	1582	0.0	1499	1423	159	15.89+	387	68.7	10.8	30.8
11PM-MID	1086	0.0	1499	1086	0	5.98	197	69.4	22.9	35.8

+ 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	0.0377
MAIN ROUTE WITH WORKS	0.0145
'DIVERSION'	0.0490

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$230,051
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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AUGUST

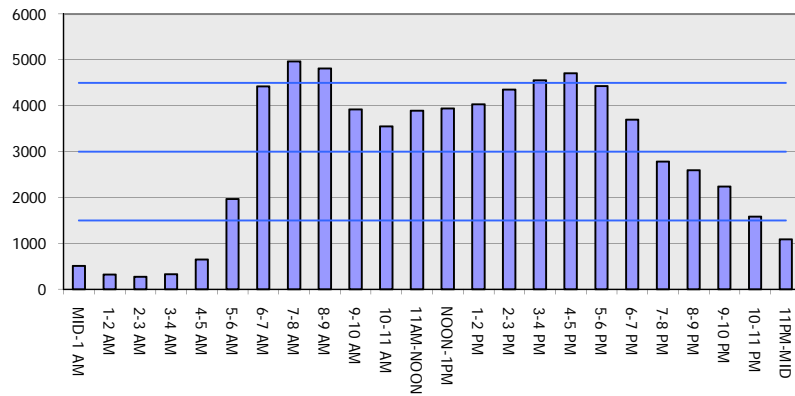
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

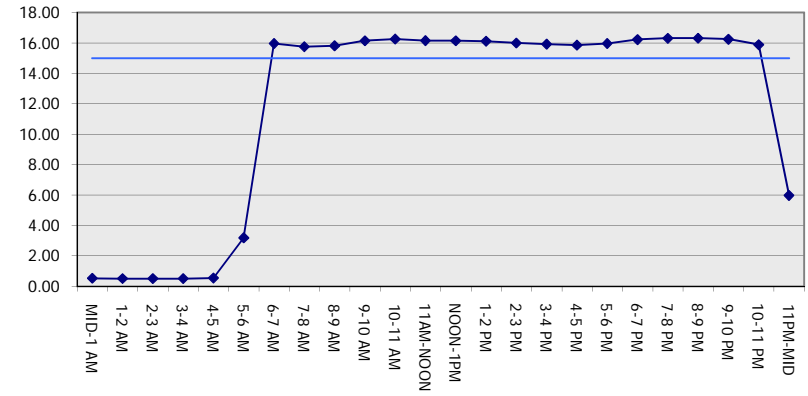
MON-THUR

EASTBOUND DIRECTION

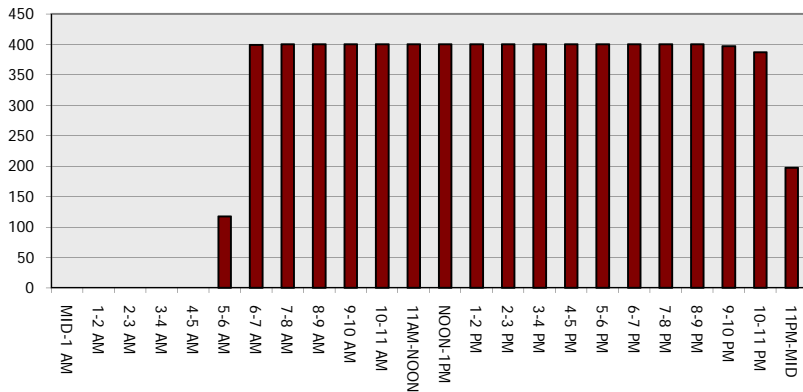
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

