

IH 94: USH 18 TO CTH O (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	325	0.0	3000	325	0	0.36	0	70.2	62.5	49.7
1-2 AM	239	0.0	3000	239	0	0.36	0	70.2	62.5	49.7
2-3 AM	277	0.0	3000	277	0	0.36	0	70.2	62.5	49.7
3-4 AM	410	0.0	3000	410	0	0.36	0	70.2	62.5	49.7
4-5 AM	761	0.0	3000	761	0	0.35	0	69.8	62.2	49.7
5-6 AM	1991	0.0	2999	1991	0	0.35	0	68.2	61.2	49.2
6-7 AM	4201	0.0	2999	4069	133	7.10+	472	62.2	20.4	37.3
7-8 AM	5309	0.0	3000	2875	2434	15.41+	854	54.6	12.0	37.7
8-9 AM	4681	0.0	2999	2926	1755	15.79+	857	58.9	12.0	37.3
9-10 AM	3795	0.0	3000	2993	803	15.84+	838	65.0	12.2	37.3
10-11 AM	3944	0.0	2999	2992	952	15.80+	839	63.9	12.2	37.3
11AM-NOON	4367	0.0	2999	3000	1367	15.84+	851	61.0	12.0	37.3
NOON-1PM	4629	0.0	3000	3006	1624	15.91+	862	59.2	12.0	37.3
1-2 PM	4888	0.0	3000	3000	1888	15.82+	864	57.4	12.0	37.3
2-3 PM	5378	0.0	3000	3000	2377	15.56+	864	54.1	12.0	37.3
3-4 PM	5678	0.0	3000	3000	2678	15.39+	864	52.0	12.0	37.3
4-5 PM	5153	0.0	3000	3000	2152	15.68+	864	55.6	12.0	37.3
5-6 PM	4917	0.0	3000	3000	1917	15.81+	864	57.3	12.0	37.3
6-7 PM	4858	0.0	3000	3000	1858	15.83+	864	57.7	12.0	37.3
7-8 PM	3260	0.0	3000	2939	321	15.78+	830	66.7	12.2	37.3
8-9 PM	2244	0.0	2999	2244	0	7.35	450	67.9	20.0	41.9
9-10 PM	2340	0.0	3000	2340	0	0.35	1	67.8	60.7	49.6
10-11 PM	1994	0.0	3000	1994	0	0.33	0	68.2	61.4	49.7
11PM-MID	1450	0.0	3000	1450	0	0.34	0	68.9	61.7	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	0.0260
'DIVERSION'	0.0279
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$226,744
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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

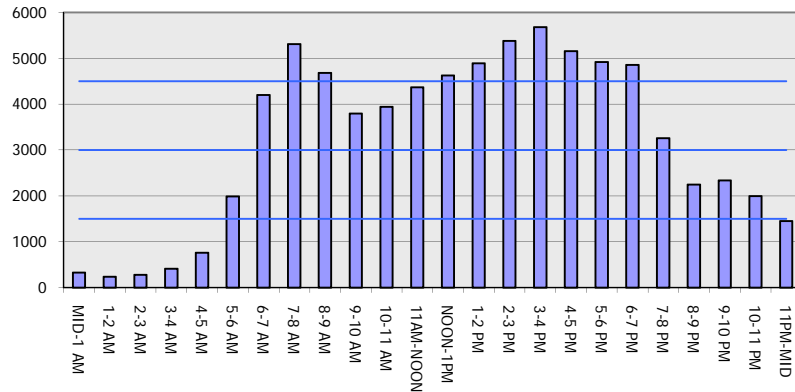
OCTOBER

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Construction Season

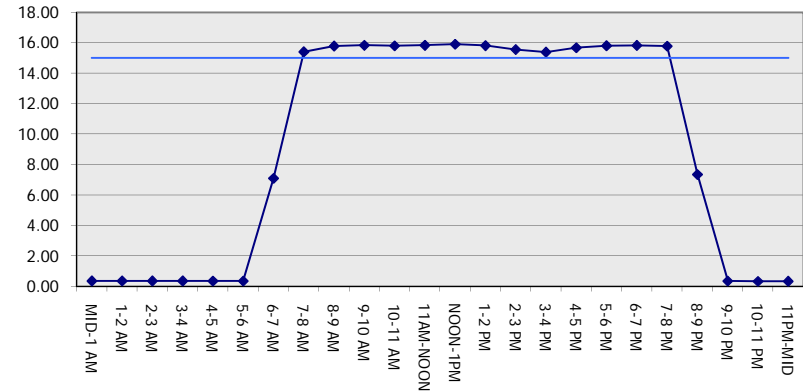
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

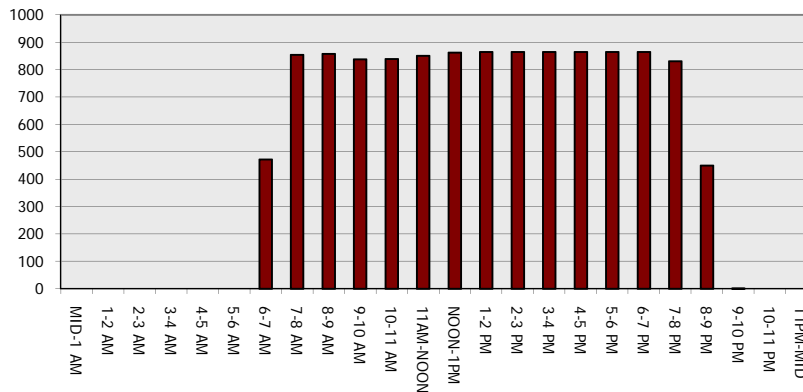
Main Route - Traffic Demand (Vehicles Per Hour)



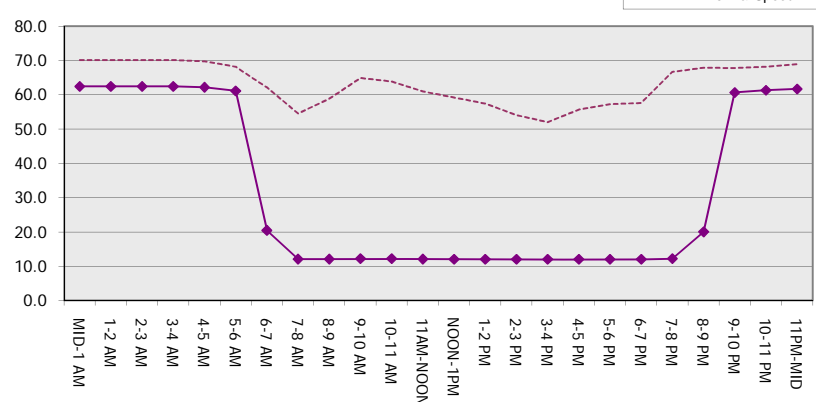
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	287	0.0	3000	287	0	0.36	0	70.2	62.5	49.7	
1-2 AM	205	0.0	3000	205	0	0.36	0	70.2	62.5	49.7	
2-3 AM	242	0.0	3000	242	0	0.36	0	70.2	62.5	49.7	
3-4 AM	369	0.0	3000	369	0	0.36	0	70.2	62.5	49.7	
4-5 AM	653	0.0	3000	653	0	0.36	0	69.9	62.3	49.7	
5-6 AM	2043	0.0	2999	2043	0	0.39	0	68.2	60.2	47.4	
6-7 AM	4894	0.0	2999	3755	1139	10.13+	609	57.4	15.8	37.3	
7-8 AM	5602	0.0	2999	3000	2602	15.43+	864	52.6	12.0	37.3	
8-9 AM	4732	0.0	3000	3082	1650	15.71+	853	58.5	12.0	37.3	
9-10 AM	4051	0.0	3000	3004	1046	15.77+	840	63.2	12.1	37.3	
10-11 AM	3747	0.0	3000	2999	748	15.85+	838	65.3	12.2	37.3	
11AM-NOON	4076	0.0	2999	3001	1075	15.76+	840	63.0	12.1	37.3	
NOON-1PM	4304	0.0	2999	3008	1296	15.80+	848	61.5	12.1	37.3	
1-2 PM	4448	0.0	3000	3009	1439	15.86+	855	60.5	12.0	37.3	
2-3 PM	5135	0.0	2999	3000	2135	15.69+	864	55.8	12.0	37.3	
3-4 PM	5455	0.0	3000	3000	2455	15.52+	864	53.6	12.0	37.3	
4-5 PM	5237	0.0	3000	3000	2237	15.64+	864	55.1	12.0	37.3	
5-6 PM	5000	0.0	3000	3000	2000	15.76+	864	56.7	12.0	37.3	
6-7 PM	4361	0.0	3000	2988	1374	15.85+	852	61.0	12.0	37.3	
7-8 PM	3424	0.0	3000	2998	426	15.89+	837	66.5	12.2	37.3	
8-9 PM	2610	0.0	2999	2610	0	12.80+	674	67.5	13.6	37.3	
9-10 PM	2636	0.0	3000	2636	0	5.46	284	67.4	24.0	38.4	
10-11 PM	2231	0.0	3000	2231	0	0.43	6	67.9	59.5	49.5	
11PM-MID	1594	0.0	3000	1594	0	0.34	0	68.7	61.7	49.7	

+ 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	0.0418
MAIN ROUTE WITH WORKS	0.0265
'DIVERSION'	0.0271

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$233,655
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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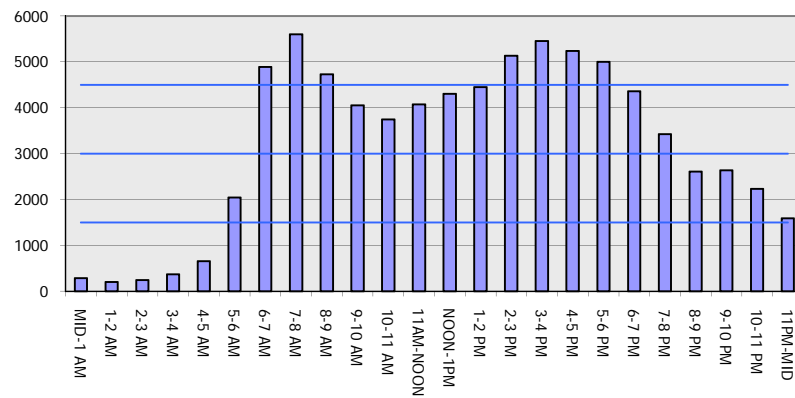
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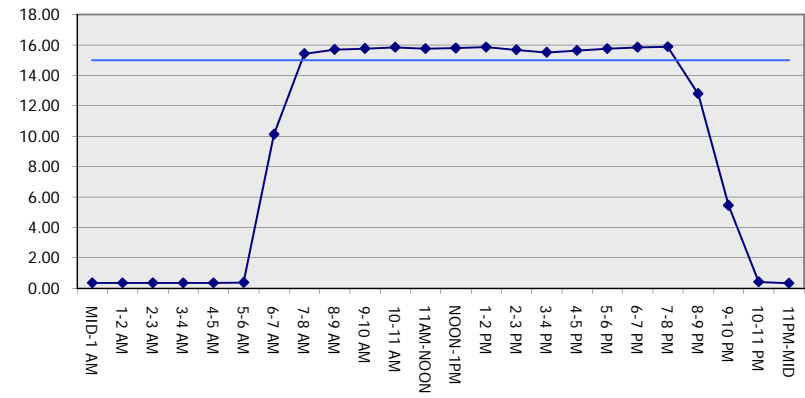
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

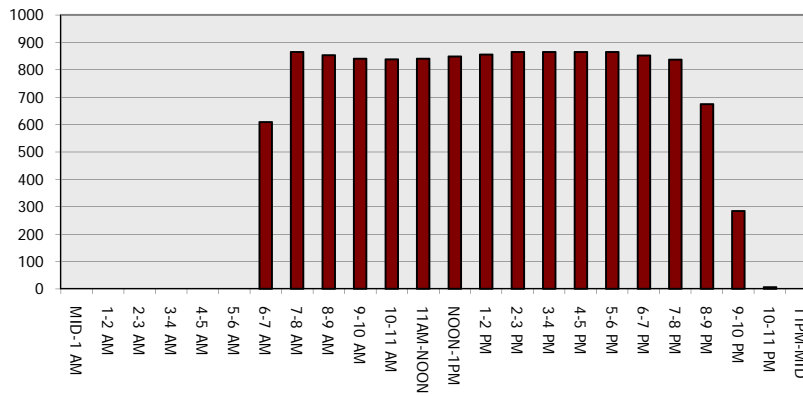
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

