

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

SATURDAY 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	909	0.0	3000	909	0	0.35	0	69.6	62.2	49.7
1-2 AM	551	0.0	3000	551	0	0.36	0	70.0	62.4	49.7
2-3 AM	541	0.0	3000	541	0	0.36	0	70.0	62.4	49.7
3-4 AM	414	0.0	3000	414	0	0.36	0	70.2	62.5	49.7
4-5 AM	522	0.0	3000	522	0	0.36	0	70.1	62.4	49.7
5-6 AM	968	0.0	3000	968	0	0.35	0	69.6	62.1	49.7
6-7 AM	1536	0.0	3000	1536	0	0.34	0	68.8	61.7	49.7
7-8 AM	2250	0.0	2999	2250	0	0.35	0	67.9	60.9	49.0
8-9 AM	3048	0.0	2999	3048	0	1.09	24	66.9	49.4	38.1
9-10 AM	3462	0.0	3000	3462	0	5.79	308	66.4	23.0	37.3
10-11 AM	3743	0.0	3000	3320	423	14.77+	783	65.3	12.5	37.3
11AM-NOON	4124	0.0	2999	2967	1157	15.81+	844	62.7	12.1	37.3
NOON-1PM	4360	0.0	2999	3003	1357	15.83+	851	61.0	12.0	37.3
1-2 PM	4223	0.0	3000	2993	1230	15.79+	845	62.0	12.1	37.3
2-3 PM	4104	0.0	3000	2998	1106	15.76+	841	62.8	12.1	37.3
3-4 PM	3807	0.0	3000	2999	808	15.83+	838	64.8	12.2	37.3
4-5 PM	3813	0.0	3000	2999	814	15.83+	838	64.8	12.2	37.3
5-6 PM	3273	0.0	3000	2999	274	15.89+	836	66.7	12.2	37.3
6-7 PM	3324	0.0	2999	2999	325	15.89+	836	66.6	12.2	37.3
7-8 PM	2435	0.0	2999	2435	0	10.92+	594	67.7	15.2	38.7
8-9 PM	2122	0.0	3000	2122	0	0.85	44	68.1	53.0	49.6
9-10 PM	2103	0.0	3000	2103	0	0.33	0	68.1	61.3	49.7
10-11 PM	2290	0.0	3000	2290	0	0.33	0	67.9	61.2	49.7
11PM-MID	1465	0.0	3000	1465	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	0.0321
MAIN ROUTE WITH WORKS	0.0246
'DIVERSION'	0.0094
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$168,316
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

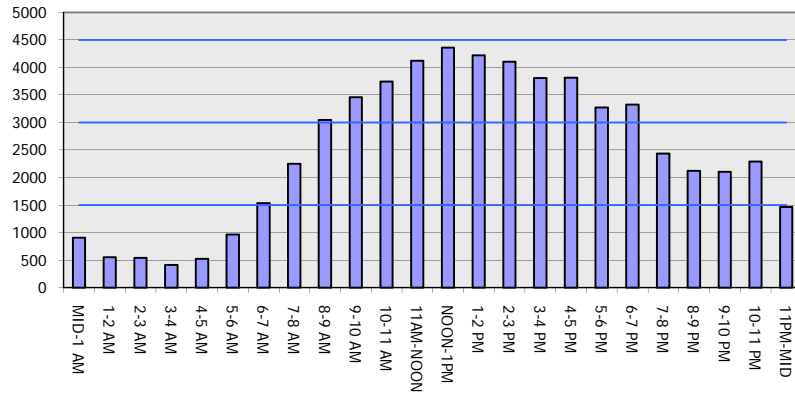
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OCTOBER

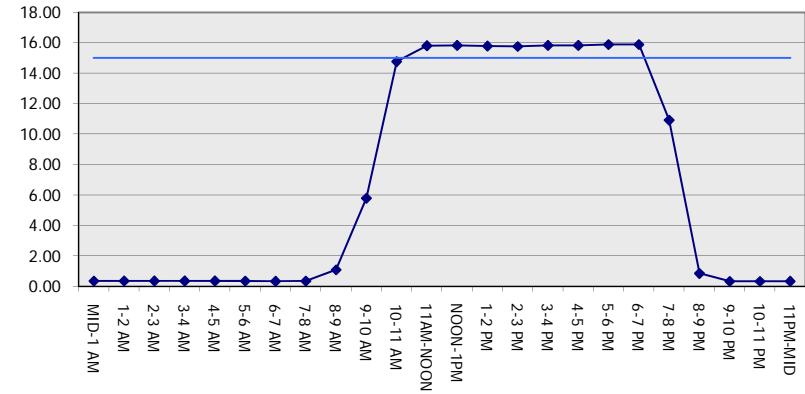
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

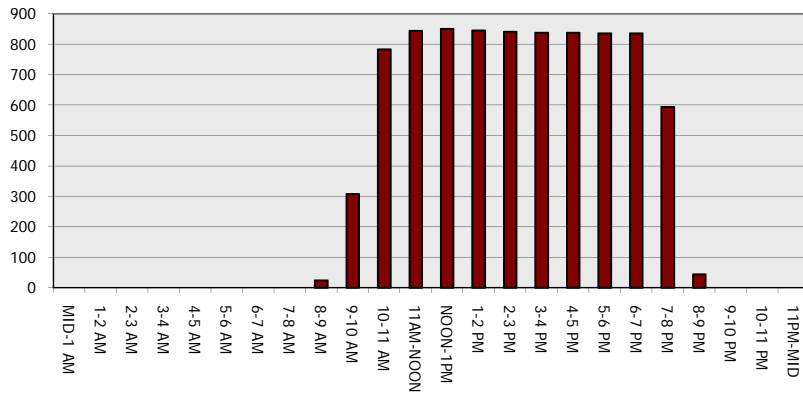
Main Route - Traffic Demand (Vehicles Per Hour)



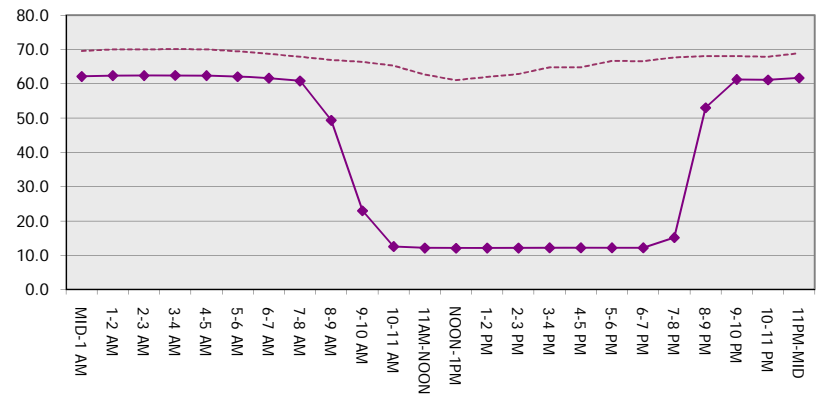
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	971	0.0	3000	971	0	0.35	0	69.6	62.1	49.7
1-2 AM	487	0.0	3000	487	0	0.36	0	70.1	62.4	49.7
2-3 AM	377	0.0	3000	377	0	0.36	0	70.2	62.5	49.7
3-4 AM	253	0.0	3000	253	0	0.36	0	70.2	62.5	49.7
4-5 AM	352	0.0	3000	352	0	0.36	0	70.2	62.5	49.7
5-6 AM	803	0.0	3000	803	0	0.35	0	69.7	62.2	49.7
6-7 AM	1320	0.0	3000	1320	0	0.35	0	69.1	61.9	49.7
7-8 AM	1791	0.0	3000	1791	0	0.34	0	68.5	61.5	49.7
8-9 AM	2660	0.0	2999	2660	0	0.50	0	67.4	57.8	43.5
9-10 AM	3069	0.0	2999	3069	0	1.03	18	66.9	50.0	37.3
10-11 AM	3305	0.0	3000	3305	0	4.20	207	66.6	28.1	37.3
11AM-NOON	3699	0.0	3000	3434	265	12.47+	671	65.6	13.8	37.3
NOON-1PM	3998	0.0	3000	3014	985	15.79+	840	63.5	12.1	37.3
1-2 PM	3927	0.0	3000	3003	924	15.79+	839	64.0	12.2	37.3
2-3 PM	4028	0.0	3000	3002	1025	15.76+	839	63.3	12.2	37.3
3-4 PM	3996	0.0	3000	3002	995	15.77+	839	63.5	12.2	37.3
4-5 PM	4114	0.0	3000	3007	1108	15.75+	841	62.7	12.1	37.3
5-6 PM	4362	0.0	2999	3010	1353	15.83+	851	61.0	12.0	37.3
6-7 PM	4023	0.0	3000	2993	1030	15.79+	841	63.3	12.1	37.3
7-8 PM	3223	0.0	3000	2990	233	15.88+	835	66.8	12.2	37.3
8-9 PM	2435	0.0	2999	2435	0	10.51+	570	67.7	15.6	38.3
9-10 PM	2605	0.0	3000	2605	0	1.85	98	67.5	41.9	41.8
10-11 PM	2168	0.0	3000	2168	0	0.33	0	68.1	61.2	49.7
11PM-MID	1609	0.0	3000	1609	0	0.34	0	68.7	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	0.0322
MAIN ROUTE WITH WORKS	0.0245
'DIVERSION'	0.0099

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$167,159
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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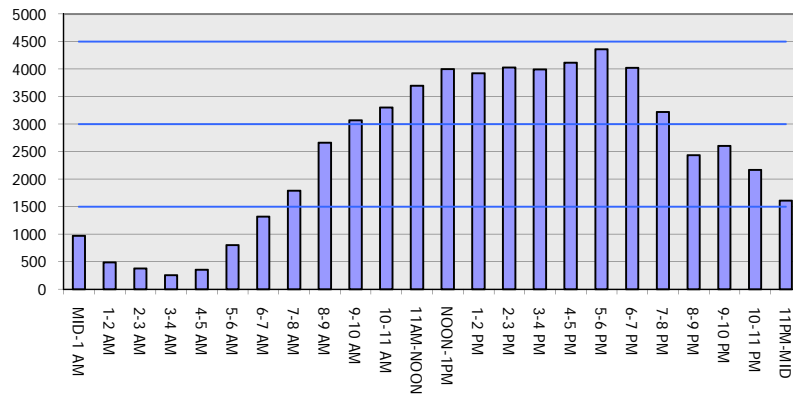
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

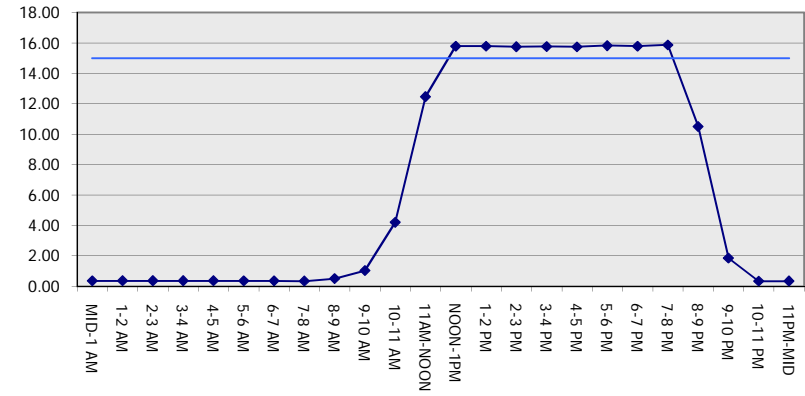
SATURDAY

EASTBOUND DIRECTION

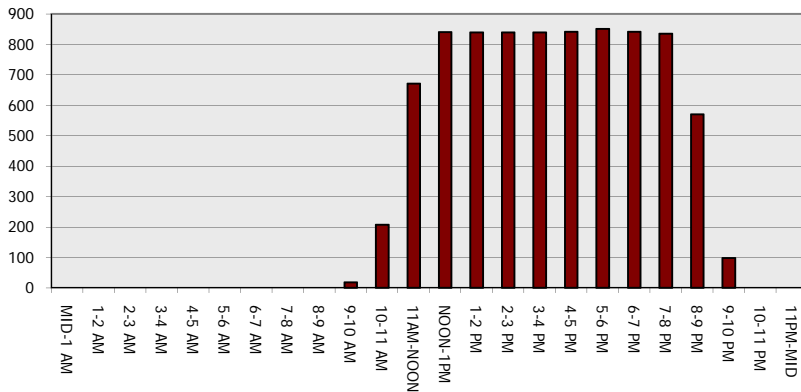
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

