

IH 94: USH 18 TO CTH O (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

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	1499	909	0	2.27	83	69.6	39.2	39.7
1-2 AM	551	0.0	1500	551	0	0.54	0	70.0	59.1	43.3
2-3 AM	541	0.0	1500	541	0	0.54	0	70.0	59.1	43.3
3-4 AM	414	0.0	1500	414	0	0.52	0	70.2	59.5	43.8
4-5 AM	522	0.0	1500	522	0	0.54	0	70.1	59.2	43.4
5-6 AM	968	0.0	1499	968	0	0.58	0	69.6	58.0	41.8
6-7 AM	1536	0.0	1499	1536	0	1.74	24	68.8	43.3	32.2
7-8 AM	2250	0.0	1500	1780	469	12.41+	319	67.9	13.2	30.8
8-9 AM	3048	0.0	1500	1500	1548	16.29+	400	66.9	10.6	30.8
9-10 AM	3462	0.0	1500	1500	1962	16.27+	400	66.4	10.6	30.8
10-11 AM	3743	0.0	1500	1500	2243	16.21+	400	65.3	10.6	30.8
11AM-NOON	4124	0.0	1500	1500	2624	16.08+	399	62.7	10.6	30.8
NOON-1PM	4360	0.0	1500	1500	2860	16.00+	400	61.0	10.6	30.8
1-2 PM	4223	0.0	1500	1500	2723	16.05+	400	62.0	10.6	30.8
2-3 PM	4104	0.0	1500	1500	2604	16.09+	400	62.8	10.6	30.8
3-4 PM	3807	0.0	1500	1500	2307	16.19+	400	64.8	10.6	30.8
4-5 PM	3813	0.0	1500	1500	2313	16.19+	399	64.8	10.6	30.8
5-6 PM	3273	0.0	1500	1500	1773	16.28+	400	66.7	10.6	30.8
6-7 PM	3324	0.0	1500	1500	1824	16.28+	400	66.6	10.6	30.8
7-8 PM	2435	0.0	1500	1500	935	16.33+	400	67.7	10.6	30.8
8-9 PM	2122	0.0	1500	1500	622	16.34+	400	68.1	10.6	30.8
9-10 PM	2103	0.0	1500	1500	603	16.34+	400	68.1	10.6	30.8
10-11 PM	2290	0.0	1500	1500	790	16.33+	400	67.9	10.6	30.8
11PM-MID	1465	0.0	1500	1405	60	14.98+	366	68.9	11.4	30.8

+ 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	0.0148
'DIVERSION'	0.0354
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$237,429
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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

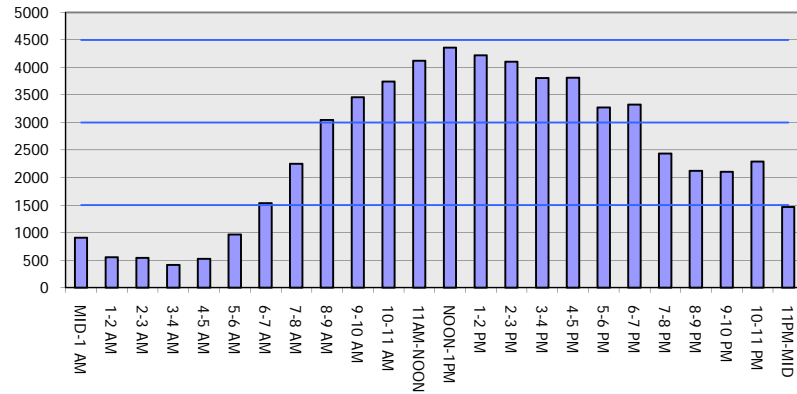
OCTOBER

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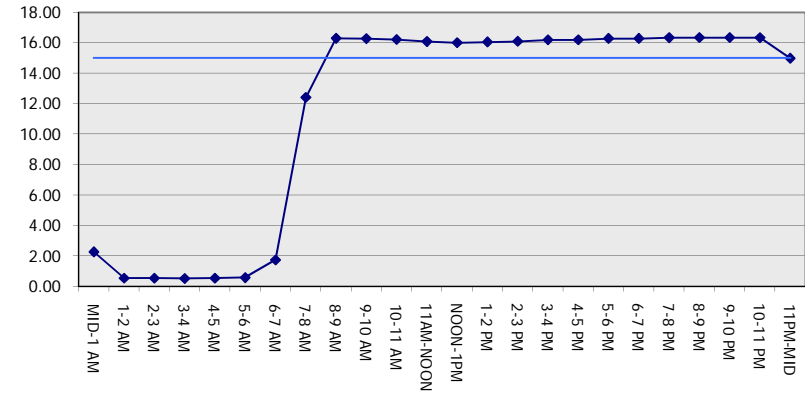
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

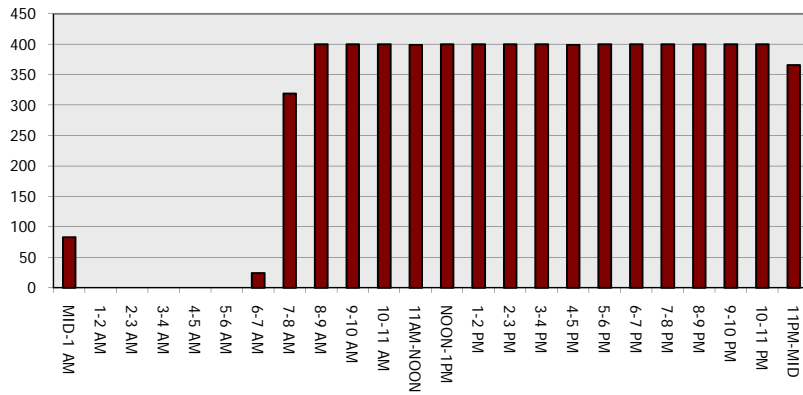
Main Route - Traffic Demand (Vehicles Per Hour)



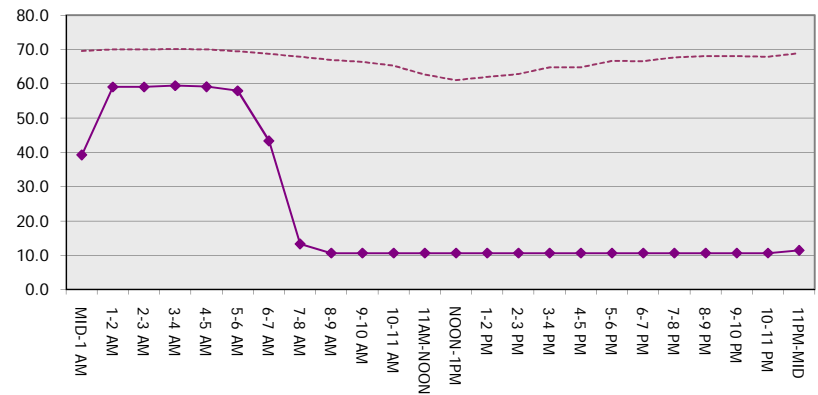
Main Route Average Delay Per Vehicle (Minutes)



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	1499	971	0	3.72	147	69.6	30.7	37.3	
1-2 AM	487	0.0	1500	487	0	0.53	0	70.1	59.3	43.5	
2-3 AM	377	0.0	1500	377	0	0.52	0	70.2	59.6	44.0	
3-4 AM	253	0.0	1500	253	0	0.50	0	70.2	59.8	44.5	
4-5 AM	352	0.0	1500	352	0	0.52	0	70.2	59.6	44.1	
5-6 AM	803	0.0	1500	803	0	0.57	0	69.7	58.4	42.4	
6-7 AM	1320	0.0	1499	1320	0	0.86	0	69.1	53.6	35.3	
7-8 AM	1791	0.0	1499	1791	0	4.04	103	68.5	29.1	30.8	
8-9 AM	2660	0.0	1499	1523	1137	16.16+	397	67.4	10.6	32.0	
9-10 AM	3069	0.0	1500	1500	1569	16.21+	400	66.9	10.6	32.1	
10-11 AM	3305	0.0	1500	1500	1805	16.19+	400	66.6	10.6	32.1	
11AM-NOON	3699	0.0	1500	1500	2199	16.15+	400	65.6	10.6	32.1	
NOON-1PM	3998	0.0	1500	1500	2498	16.05+	400	63.5	10.6	32.1	
1-2 PM	3927	0.0	1500	1500	2427	16.07+	400	64.0	10.6	32.1	
2-3 PM	4028	0.0	1500	1500	2528	16.04+	400	63.3	10.6	32.1	
3-4 PM	3996	0.0	1500	1500	2496	16.05+	400	63.5	10.6	32.1	
4-5 PM	4114	0.0	1500	1500	2614	16.01+	400	62.7	10.6	32.1	
5-6 PM	4362	0.0	1500	1500	2862	15.92+	400	61.0	10.6	32.1	
6-7 PM	4023	0.0	1500	1500	2523	16.04+	400	63.3	10.6	32.1	
7-8 PM	3223	0.0	1500	1500	1723	16.20+	400	66.8	10.6	32.1	
8-9 PM	2435	0.0	1500	1500	935	16.24+	400	67.7	10.6	32.1	
9-10 PM	2605	0.0	1500	1500	1105	16.23+	400	67.5	10.6	32.1	
10-11 PM	2168	0.0	1500	1550	619	16.11+	394	68.1	10.7	31.2	
11PM-MID	1609	0.0	1500	1490	120	15.60+	380	68.7	11.0	30.8	

+ 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	0.0322
MAIN ROUTE WITH WORKS	0.0144
'DIVERSION'	0.0365

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$237,251
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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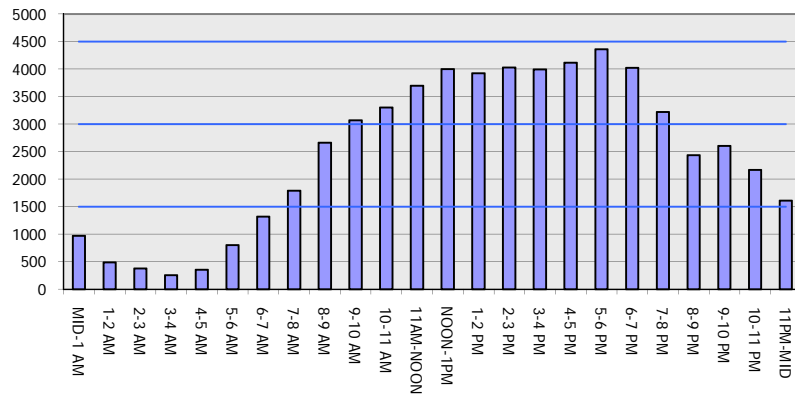
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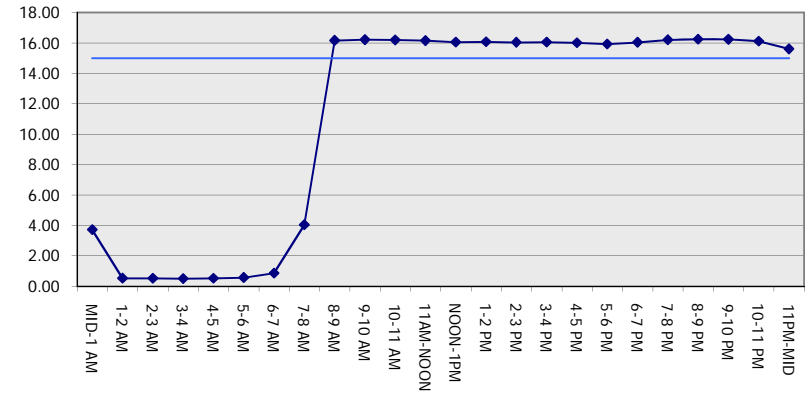
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

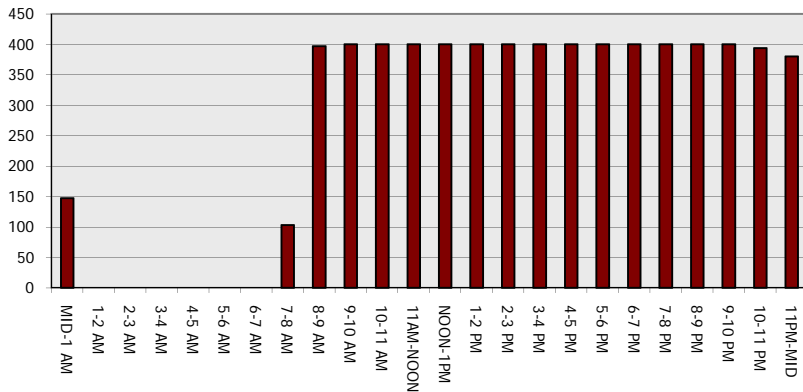
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

