

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

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	1031	0.0	3000	1031	0	0.35	0	69.4	62.0	49.7
1-2 AM	647	0.0	3000	647	0	0.36	0	69.9	62.3	49.7
2-3 AM	545	0.0	3000	545	0	0.36	0	70.0	62.4	49.7
3-4 AM	352	0.0	3000	352	0	0.36	0	70.2	62.5	49.7
4-5 AM	241	0.0	3000	241	0	0.36	0	70.2	62.5	49.7
5-6 AM	389	0.0	3000	389	0	0.36	0	70.2	62.5	49.7
6-7 AM	786	0.0	3000	786	0	0.35	0	69.7	62.2	49.7
7-8 AM	1036	0.0	3000	1036	0	0.35	0	69.4	62.0	49.7
8-9 AM	1347	0.0	3000	1347	0	0.35	0	69.1	61.9	49.7
9-10 AM	2080	0.0	2999	2080	0	0.33	0	68.1	61.3	49.7
10-11 AM	2866	0.0	2999	2866	0	0.72	5	67.2	54.3	40.0
11AM-NOON	3513	0.0	3000	3513	0	4.80	262	66.4	25.9	37.3
NOON-1PM	3385	0.0	2999	3301	84	13.85+	730	66.5	13.0	37.3
1-2 PM	3096	0.0	3000	3000	96	15.89+	836	66.9	12.2	37.3
2-3 PM	2980	0.0	2999	2980	0	15.64+	821	67.0	12.2	37.3
3-4 PM	3236	0.0	2999	3004	231	15.89+	836	66.7	12.2	37.3
4-5 PM	3524	0.0	3000	3004	521	15.89+	837	66.4	12.2	37.3
5-6 PM	3019	0.0	3000	2956	63	15.60+	819	67.0	12.3	37.3
6-7 PM	2645	0.0	2999	2645	0	11.98+	628	67.4	14.1	37.3
7-8 PM	2206	0.0	2999	2206	0	1.83	133	68.0	42.2	46.3
8-9 PM	1681	0.0	3000	1681	0	0.34	0	68.6	61.6	49.7
9-10 PM	1372	0.0	3000	1372	0	0.34	0	69.1	61.8	49.7
10-11 PM	1320	0.0	3000	1320	0	0.35	0	69.1	61.9	49.7
11PM-MID	639	0.0	3000	639	0	0.36	0	69.9	62.3	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	0.0238
MAIN ROUTE WITH WORKS	0.0204
'DIVERSION'	0.0012
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$100,806
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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

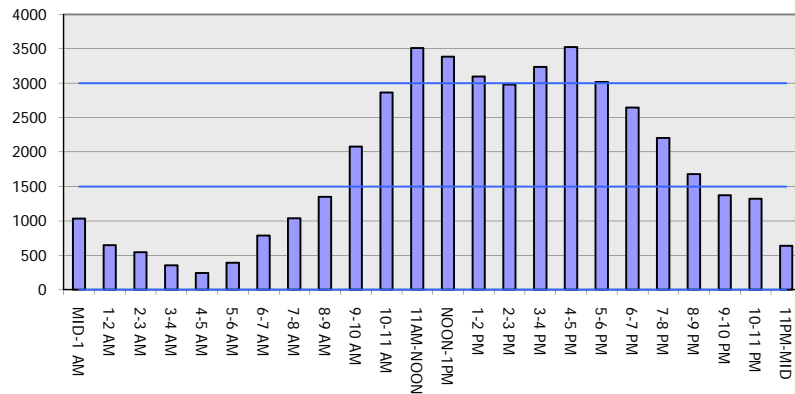
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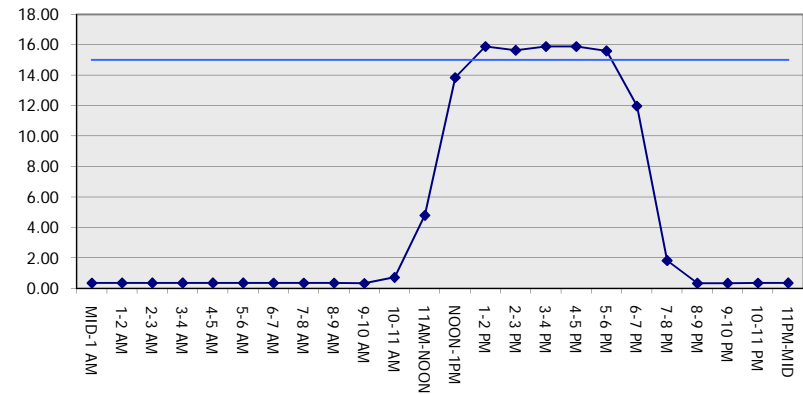
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

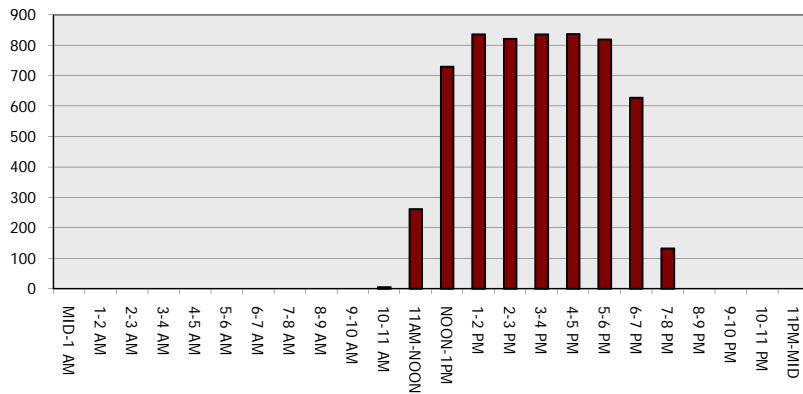
Main Route - Traffic Demand (Vehicles Per Hour)



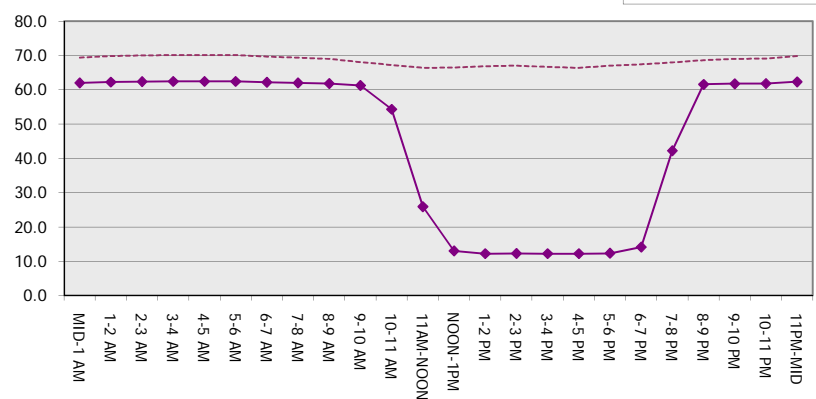
Main Route Average Delay Per Vehicle (Minutes)



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	1016	0.0	3000	1016	0	0.35	0	69.5	62.0	49.7
1-2 AM	526	0.0	3000	526	0	0.36	0	70.0	62.4	49.7
2-3 AM	366	0.0	3000	366	0	0.36	0	70.2	62.5	49.7
3-4 AM	240	0.0	3000	240	0	0.36	0	70.2	62.5	49.7
4-5 AM	254	0.0	3000	254	0	0.36	0	70.2	62.5	49.7
5-6 AM	351	0.0	3000	351	0	0.36	0	70.2	62.5	49.7
6-7 AM	774	0.0	3000	774	0	0.35	0	69.8	62.2	49.7
7-8 AM	1137	0.0	3000	1137	0	0.35	0	69.3	62.0	49.7
8-9 AM	1463	0.0	3000	1463	0	0.34	0	68.9	61.7	49.7
9-10 AM	2052	0.0	3000	2052	0	0.33	0	68.2	61.4	49.7
10-11 AM	2714	0.0	2999	2714	0	0.54	0	67.4	57.2	42.5
11AM-NOON	3475	0.0	2999	3475	0	3.92	212	66.4	29.1	37.3
NOON-1PM	3526	0.0	2999	3327	199	13.54+	718	66.3	13.2	37.3
1-2 PM	3310	0.0	3000	3008	302	15.89+	836	66.6	12.2	37.3
2-3 PM	3383	0.0	3000	3006	377	15.89+	837	66.5	12.2	37.3
3-4 PM	3454	0.0	3000	3005	449	15.89+	837	66.4	12.2	37.3
4-5 PM	3189	0.0	3000	3003	186	15.89+	836	66.8	12.2	37.3
5-6 PM	2984	0.0	3000	2984	0	15.39+	807	67.0	12.4	37.3
6-7 PM	3459	0.0	2999	3006	453	15.89+	837	66.4	12.2	37.3
7-8 PM	2668	0.0	3000	2668	0	13.23+	695	67.4	13.4	37.3
8-9 PM	1989	0.0	2999	1989	0	1.69	132	68.2	43.6	48.3
9-10 PM	1647	0.0	3000	1647	0	0.34	0	68.7	61.6	49.7
10-11 PM	1090	0.0	3000	1090	0	0.35	0	69.4	62.0	49.7
11PM-MID	617	0.0	3000	617	0	0.36	0	70.0	62.3	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	0.0247
MAIN ROUTE WITH WORKS	0.0208
'DIVERSION'	0.0025

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$118,268
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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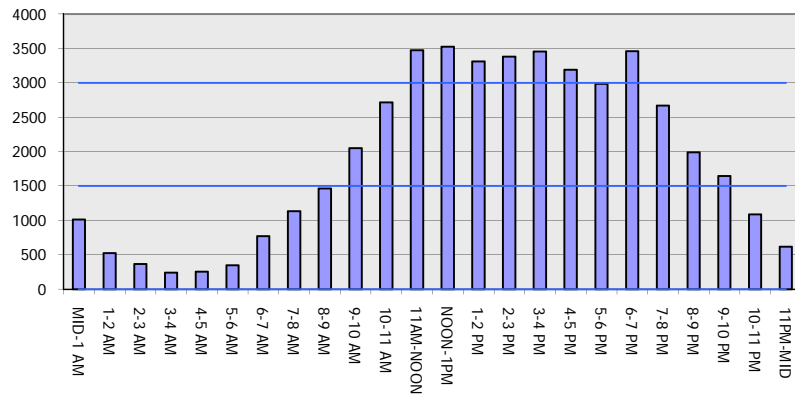
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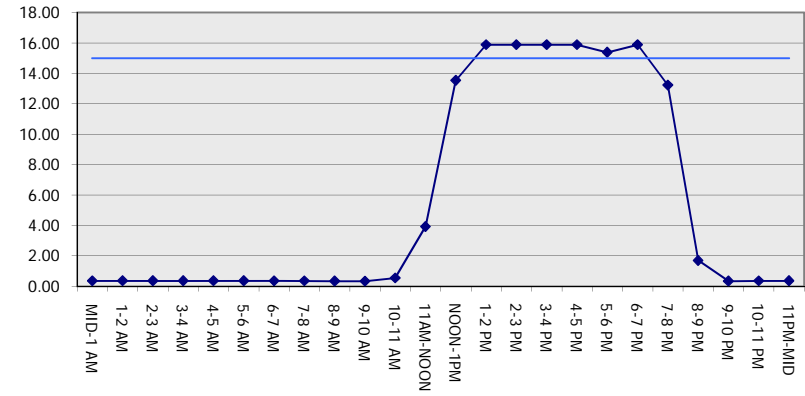
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

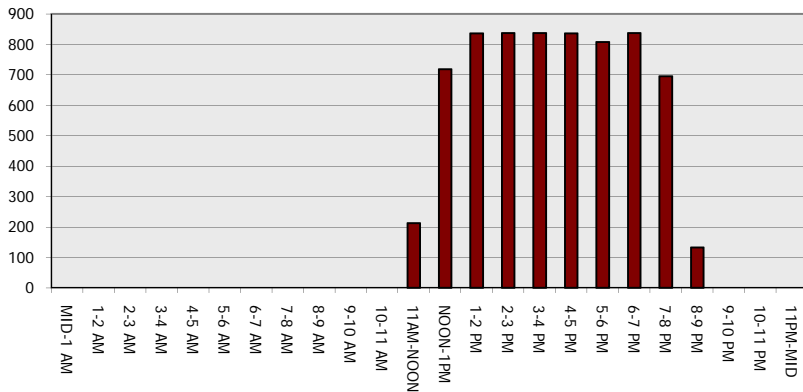
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

