

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

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	1500	1031	0	0.59	0	69.4	57.8	41.5	
1-2 AM	647	0.0	1500	647	0	0.55	0	69.9	58.9	43.0	
2-3 AM	545	0.0	1500	545	0	0.54	0	70.0	59.1	43.3	
3-4 AM	352	0.0	1500	352	0	0.52	0	70.2	59.6	44.1	
4-5 AM	241	0.0	1500	241	0	0.50	0	70.2	59.9	44.5	
5-6 AM	389	0.0	1500	389	0	0.52	0	70.2	59.5	43.9	
6-7 AM	786	0.0	1500	786	0	0.56	0	69.7	58.5	42.4	
7-8 AM	1036	0.0	1500	1036	0	0.59	0	69.4	57.8	41.5	
8-9 AM	1347	0.0	1499	1347	0	0.89	0	69.1	53.0	34.6	
9-10 AM	2080	0.0	1499	2004	76	7.76+	228	68.1	18.9	30.8	
10-11 AM	2866	0.0	1500	1485	1381	16.18+	398	67.2	10.6	32.0	
11AM-NOON	3513	0.0	1500	1500	2013	16.21+	400	66.4	10.6	31.6	
NOON-1PM	3385	0.0	1500	1500	1885	16.22+	400	66.5	10.6	31.6	
1-2 PM	3096	0.0	1500	1500	1596	16.24+	400	66.9	10.6	31.6	
2-3 PM	2980	0.0	1500	1500	1480	16.24+	400	67.0	10.6	31.6	
3-4 PM	3236	0.0	1500	1500	1736	16.23+	400	66.7	10.6	31.6	
4-5 PM	3524	0.0	1500	1500	2024	16.21+	400	66.4	10.6	31.6	
5-6 PM	3019	0.0	1500	1500	1519	16.24+	400	67.0	10.6	31.6	
6-7 PM	2645	0.0	1500	1500	1145	16.26+	400	67.4	10.6	31.6	
7-8 PM	2206	0.0	1499	1464	742	16.19+	396	68.0	10.6	31.2	
8-9 PM	1681	0.0	1499	1449	231	16.17+	394	68.6	10.7	30.8	
9-10 PM	1372	0.0	1499	1372	0	14.36+	349	69.1	11.8	30.8	
10-11 PM	1320	0.0	1500	1320	0	8.62	207	69.1	17.6	31.5	
11PM-MID	639	0.0	1500	639	0	0.68	5	69.9	56.7	43.0	

+ 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	0.0133
'DIVERSION'	0.0198
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$159,900
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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

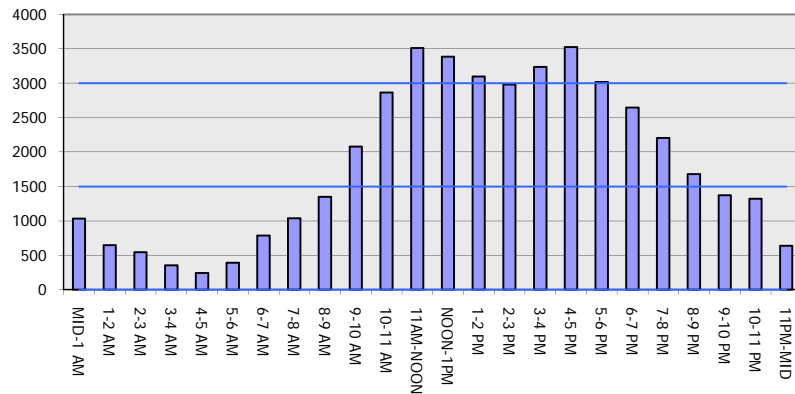
OCTOBER

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Construction Season

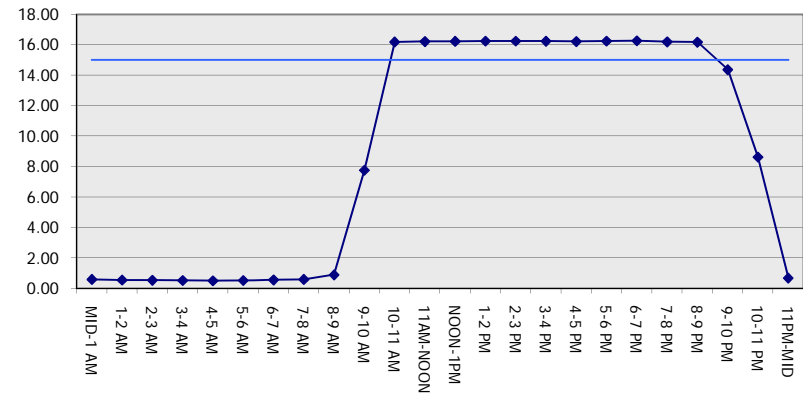
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

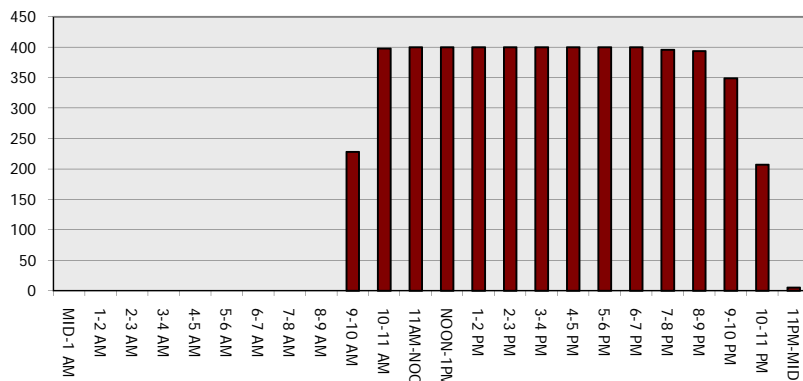
Main Route - Traffic Demand (Vehicles Per Hour)



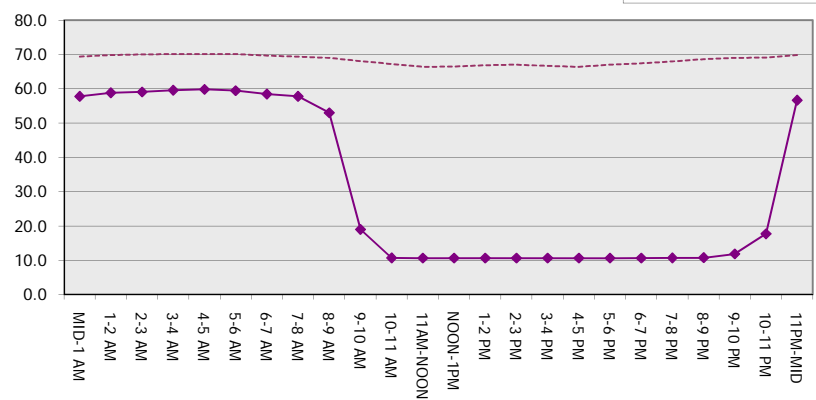
Main Route Average Delay Per Vehicle (Minutes)



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	1500	1016	0	0.59	0	69.5	57.9	41.6	
1-2 AM	526	0.0	1500	526	0	0.54	0	70.0	59.2	43.4	
2-3 AM	366	0.0	1500	366	0	0.52	0	70.2	59.6	44.0	
3-4 AM	240	0.0	1500	240	0	0.50	0	70.2	59.9	44.5	
4-5 AM	254	0.0	1500	254	0	0.50	0	70.2	59.8	44.5	
5-6 AM	351	0.0	1500	351	0	0.52	0	70.2	59.6	44.1	
6-7 AM	774	0.0	1500	774	0	0.56	0	69.8	58.5	42.5	
7-8 AM	1137	0.0	1499	1137	0	0.66	0	69.3	56.6	39.6	
8-9 AM	1463	0.0	1499	1463	0	1.31	9	68.9	47.7	32.5	
9-10 AM	2052	0.0	1500	1914	139	9.14+	251	68.2	16.8	30.8	
10-11 AM	2714	0.0	1500	1500	1214	16.31+	400	67.4	10.6	30.8	
11AM-NOON	3475	0.0	1500	1500	1975	16.27+	400	66.4	10.6	30.8	
NOON-1PM	3526	0.0	1500	1500	2026	16.26+	400	66.3	10.6	30.8	
1-2 PM	3310	0.0	1500	1500	1810	16.28+	400	66.6	10.6	30.8	
2-3 PM	3383	0.0	1500	1500	1883	16.27+	400	66.5	10.6	30.8	
3-4 PM	3454	0.0	1500	1500	1954	16.27+	400	66.4	10.6	30.8	
4-5 PM	3189	0.0	1500	1500	1689	16.28+	400	66.8	10.6	30.8	
5-6 PM	2984	0.0	1500	1500	1484	16.30+	400	67.0	10.6	30.8	
6-7 PM	3459	0.0	1500	1500	1959	16.27+	400	66.4	10.6	30.8	
7-8 PM	2668	0.0	1500	1500	1168	16.31+	400	67.4	10.6	30.8	
8-9 PM	1989	0.0	1500	1468	522	16.22+	396	68.2	10.6	30.8	
9-10 PM	1647	0.0	1499	1468	179	16.23+	396	68.7	10.6	30.8	
10-11 PM	1090	0.0	1499	1090	0	6.87	215	69.4	20.7	35.5	
11PM-MID	617	0.0	1500	617	0	0.55	0	70.0	58.9	43.0	

+ 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	0.0131
'DIVERSION'	0.0226

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$171,239
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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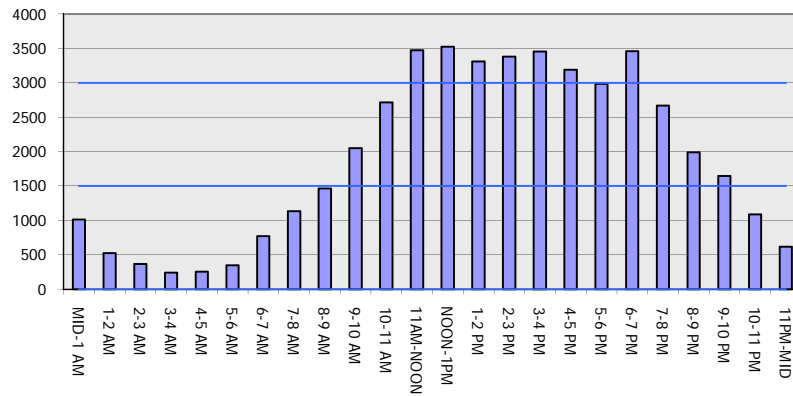
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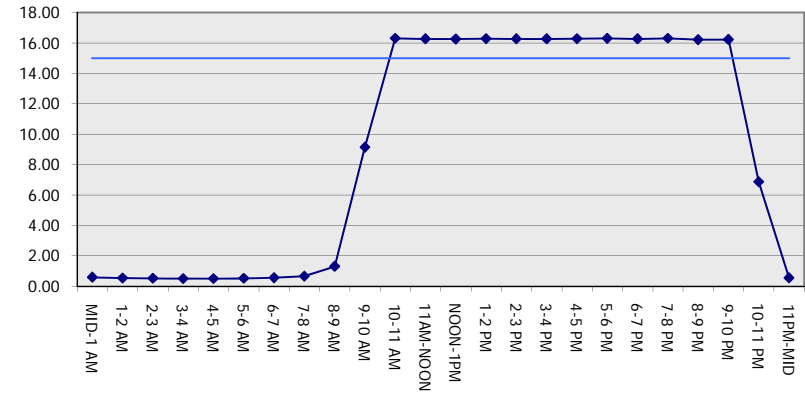
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

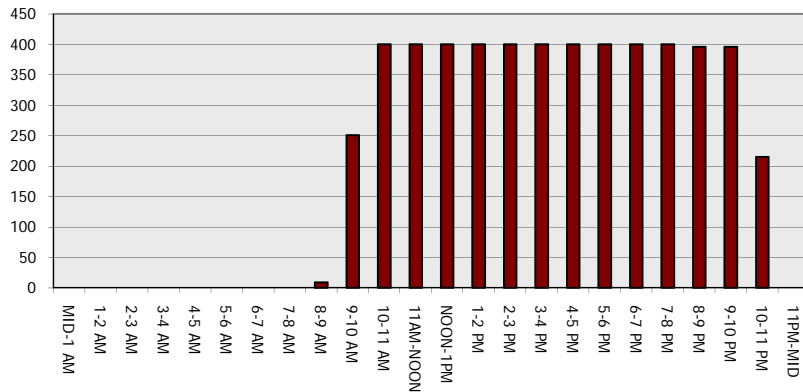
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

