

IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	413	0.0	OFF	413	0	0.00	0	70.2	70.2	70.2	
1-2 AM	273	0.0	OFF	273	0	0.00	0	70.2	70.2	70.2	
2-3 AM	209	0.0	OFF	209	0	0.00	0	70.2	70.2	70.2	
3-4 AM	267	0.0	OFF	267	0	0.00	0	70.2	70.2	70.2	
4-5 AM	423	0.0	OFF	423	0	0.00	0	70.2	70.2	70.2	
5-6 AM	1197	0.0	OFF	1197	0	0.00	0	69.2	69.2	69.2	
6-7 AM	2834	0.0	OFF	2834	0	0.00	0	67.2	67.2	67.2	
7-8 AM	3997	0.0	OFF	3997	0	0.00	0	63.5	63.5	63.5	
8-9 AM	3690	0.0	OFF	3690	0	0.00	0	65.6	65.6	65.6	
9-10 AM	2847	0.0	OFF	2847	0	0.00	0	67.2	67.2	67.2	
10-11 AM	2775	0.0	1499	1797	978	13.62+	340	67.3	14.5	35.2	
11AM-NOON	3157	0.0	1499	1500	1657	16.12+	399	66.8	12.7	33.3	
NOON-1PM	3386	0.0	1500	1500	1886	16.10+	400	66.5	12.7	33.3	
1-2 PM	3467	0.0	1500	1500	1967	16.10+	400	66.4	12.7	33.3	
2-3 PM	3990	0.0	1500	1500	2490	15.93+	400	63.6	12.7	33.3	
3-4 PM	5107	0.0	OFF	5107	0	0.66	49	56.0	48.7	48.7	
4-5 PM	5669	0.0	OFF	5669	0	0.00	0	52.1	52.1	52.1	
5-6 PM	5711	0.0	OFF	5711	0	0.00	0	51.9	51.9	51.9	
6-7 PM	3943	0.0	OFF	3943	0	0.00	0	63.9	63.9	63.9	
7-8 PM	2652	0.0	OFF	2652	0	0.00	0	67.4	67.4	67.4	
8-9 PM	2235	0.0	OFF	2235	0	0.00	0	67.9	67.9	67.9	
9-10 PM	1994	0.0	OFF	1994	0	0.00	0	68.2	68.2	68.2	
10-11 PM	1388	0.0	OFF	1388	0	0.00	0	69.0	69.0	69.0	
11PM-MID	799	0.0	OFF	799	0	0.00	0	69.7	69.7	69.7	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0352
'DIVERSION'	0.0139
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$57,450
CONGESTED HOURS PER DAY*	5

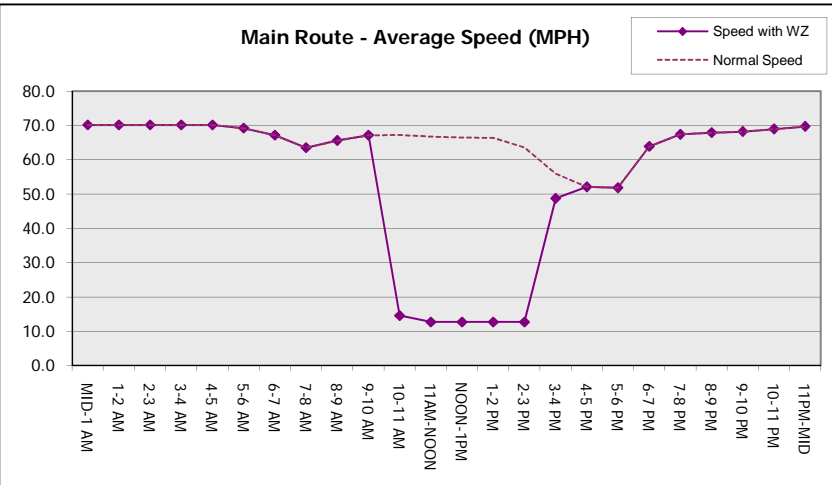
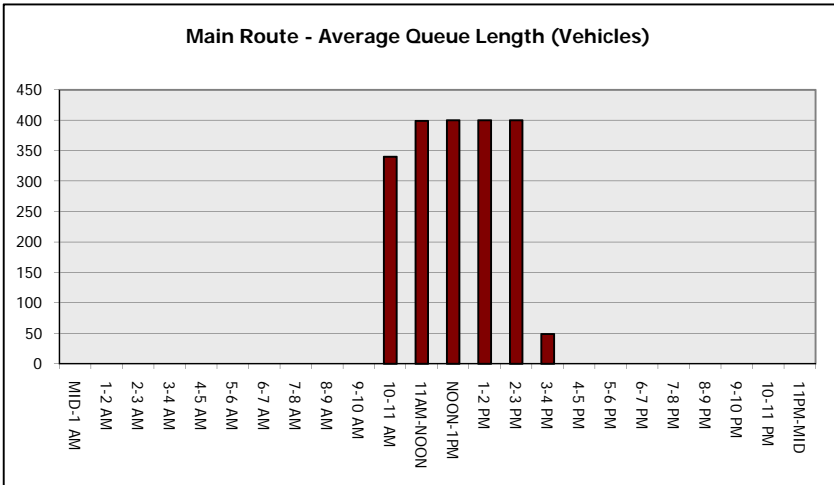
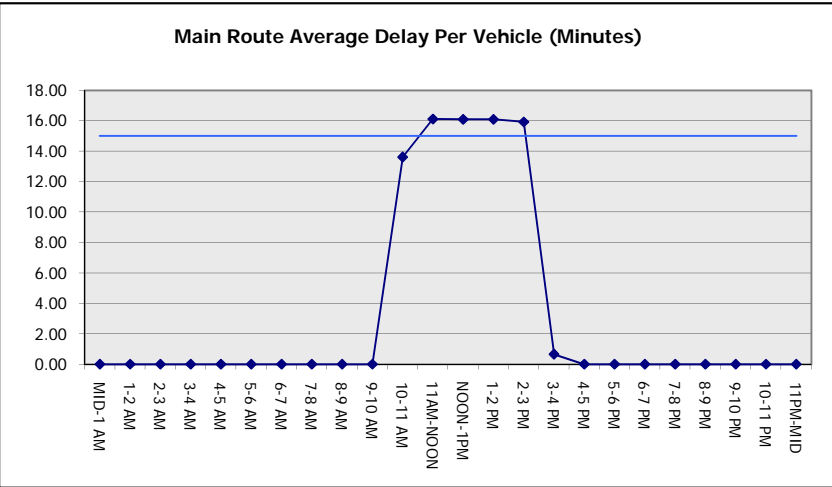
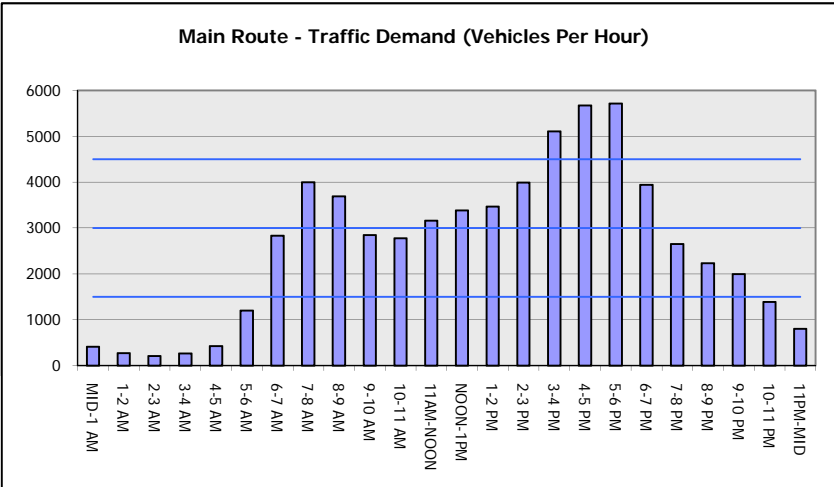
*Delays Exceeding User-Specified Maximum

IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR WESTBOUND DIRECTION



IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	313	0.0	OFF	313	0	0.00	0	70.2	70.2	70.2
1-2 AM	222	0.0	OFF	222	0	0.00	0	70.2	70.2	70.2
2-3 AM	204	0.0	OFF	204	0	0.00	0	70.2	70.2	70.2
3-4 AM	239	0.0	OFF	239	0	0.00	0	70.2	70.2	70.2
4-5 AM	640	0.0	OFF	640	0	0.00	0	69.9	69.9	69.9
5-6 AM	2094	0.0	OFF	2094	0	0.00	0	68.1	68.1	68.1
6-7 AM	4905	0.0	OFF	4905	0	0.00	0	57.3	57.3	57.3
7-8 AM	5751	0.0	OFF	5751	0	0.00	0	51.5	51.5	51.5
8-9 AM	4680	0.0	OFF	4680	0	0.00	0	58.9	58.9	58.9
9-10 AM	3515	0.0	OFF	3515	0	0.00	0	66.4	66.4	66.4
10-11 AM	3222	0.0	1499	1550	1672	16.46+	412	66.8	12.4	36.6
11AM-NOON	3351	0.0	1499	1637	1713	14.41+	379	66.6	13.8	35.9
NOON-1PM	3317	0.0	1499	1697	1620	15.69+	387	66.6	12.9	30.8
1-2 PM	3276	0.0	1500	1500	1776	16.26+	400	66.6	12.5	30.8
2-3 PM	3489	0.0	1500	1500	1989	16.24+	400	66.4	12.5	30.8
3-4 PM	4153	0.0	OFF	4153	0	0.58	40	62.5	54.6	54.6
4-5 PM	4475	0.0	OFF	4475	0	0.00	0	60.3	60.3	60.3
5-6 PM	4436	0.0	OFF	4436	0	0.00	0	60.5	60.5	60.5
6-7 PM	3150	0.0	OFF	3150	0	0.00	0	66.8	66.8	66.8
7-8 PM	2217	0.0	OFF	2217	0	0.00	0	68.0	68.0	68.0
8-9 PM	1922	0.0	OFF	1922	0	0.00	0	68.4	68.4	68.4
9-10 PM	1520	0.0	OFF	1520	0	0.00	0	68.9	68.9	68.9
10-11 PM	974	0.0	OFF	974	0	0.00	0	69.6	69.6	69.6
11PM-MID	658	0.0	OFF	658	0	0.00	0	69.9	69.9	69.9

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0419
MAIN ROUTE WITH WORKS	0.0355
'DIVERSION'	0.0136

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$57,397
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

**IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

