

IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	1003	0.0	OFF	1003	0	0.00	0	69.5	69.5	69.5	
1-2 AM	516	0.0	OFF	516	0	0.00	0	70.1	70.1	70.1	
2-3 AM	399	0.0	OFF	399	0	0.00	0	70.2	70.2	70.2	
3-4 AM	316	0.0	OFF	316	0	0.00	0	70.2	70.2	70.2	
4-5 AM	367	0.0	OFF	367	0	0.00	0	70.2	70.2	70.2	
5-6 AM	670	0.0	OFF	670	0	0.00	0	69.9	69.9	69.9	
6-7 AM	1246	0.0	OFF	1246	0	0.00	0	69.2	69.2	69.2	
7-8 AM	1679	0.0	OFF	1679	0	0.00	0	68.6	68.6	68.6	
8-9 AM	2210	0.0	1499	1829	381	10.13+	274	68.0	18.2	30.9	
9-10 AM	2463	0.0	1499	1500	963	16.29+	399	67.7	12.6	31.2	
10-11 AM	2774	0.0	1500	1500	1274	16.26+	400	67.3	12.6	31.2	
11AM-NOON	3041	0.0	1500	1500	1541	16.25+	400	66.9	12.6	31.2	
NOON-1PM	3243	0.0	1500	1500	1743	16.23+	400	66.7	12.6	31.2	
1-2 PM	3213	0.0	1500	1500	1713	16.23+	400	66.8	12.6	31.2	
2-3 PM	3151	0.0	1500	1500	1651	16.24+	400	66.8	12.6	31.2	
3-4 PM	3231	0.0	1500	1500	1731	16.23+	400	66.7	12.6	31.2	
4-5 PM	2986	0.0	1500	1500	1486	16.25+	400	67.0	12.6	31.2	
5-6 PM	2552	0.0	1500	1500	1052	16.28+	400	67.6	12.6	31.2	
6-7 PM	2306	0.0	OFF	2306	0	0.17	14	67.9	64.9	64.9	
7-8 PM	2330	0.0	OFF	2330	0	0.00	0	67.8	67.8	67.8	
8-9 PM	2098	0.0	OFF	2098	0	0.00	0	68.1	68.1	68.1	
9-10 PM	2270	0.0	OFF	2270	0	0.00	0	67.9	67.9	67.9	
10-11 PM	1793	0.0	OFF	1793	0	0.00	0	68.5	68.5	68.5	
11PM-MID	1210	0.0	OFF	1210	0	0.00	0	69.2	69.2	69.2	

"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

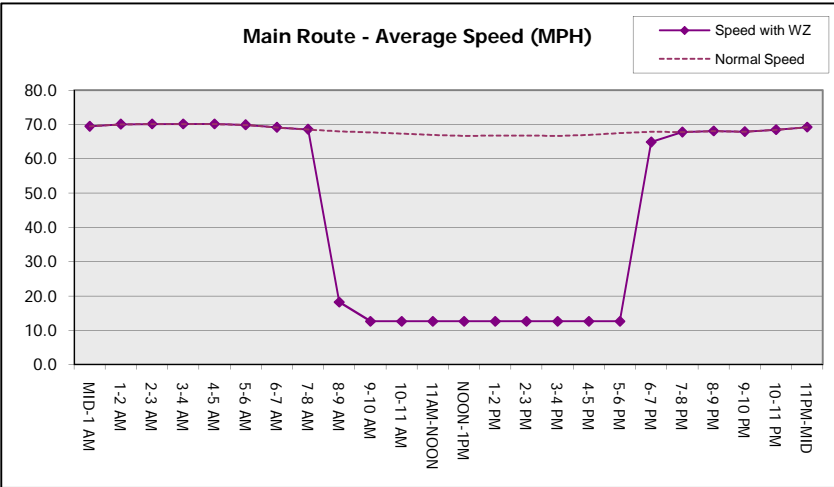
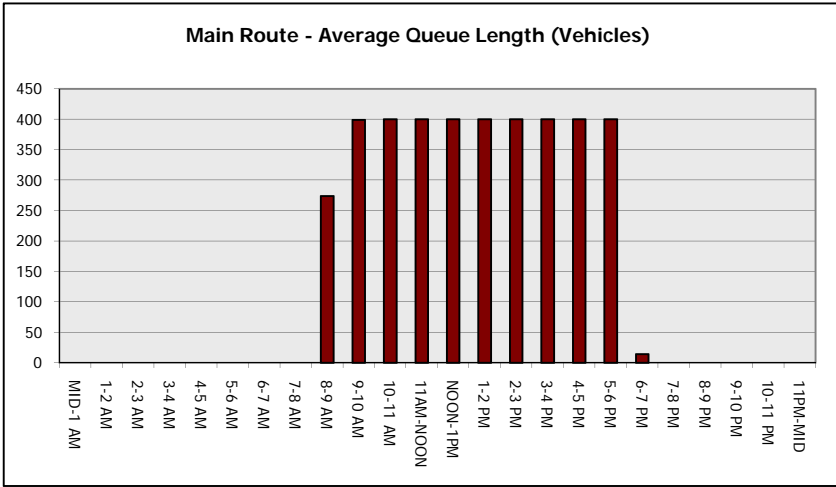
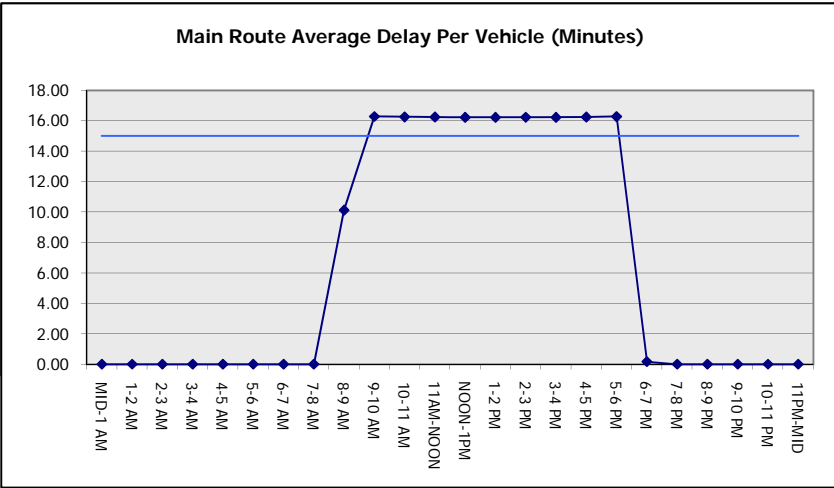
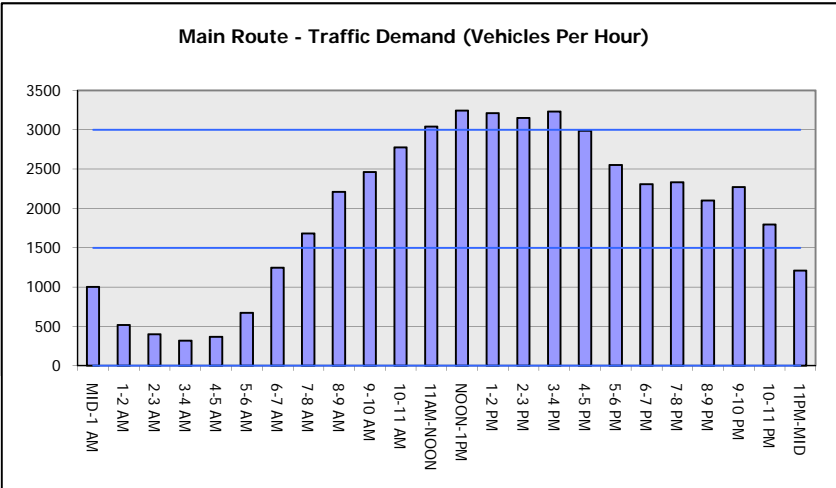
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0315
MAIN ROUTE WITH WORKS	0.0214
'DIVERSION'	0.0210
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$125,673
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	605	0.0	OFF	605	0	0.00	0	70.0	70.0	70.0
1-2 AM	364	0.0	OFF	364	0	0.00	0	70.2	70.2	70.2
2-3 AM	277	0.0	OFF	277	0	0.00	0	70.2	70.2	70.2
3-4 AM	271	0.0	OFF	271	0	0.00	0	70.2	70.2	70.2
4-5 AM	402	0.0	OFF	402	0	0.00	0	70.2	70.2	70.2
5-6 AM	711	0.0	OFF	711	0	0.00	0	69.9	69.9	69.9
6-7 AM	1113	0.0	OFF	1113	0	0.00	0	69.4	69.4	69.4
7-8 AM	1652	0.0	OFF	1652	0	0.00	0	68.7	68.7	68.7
8-9 AM	2419	0.0	1499	1877	542	11.26+	294	67.8	16.8	30.8
9-10 AM	2977	0.0	1500	1500	1477	16.28+	400	67.0	12.5	30.8
10-11 AM	3545	0.0	1500	1500	2045	16.24+	400	66.3	12.5	30.8
11AM-NOON	3978	0.0	1500	1500	2478	16.08+	400	63.7	12.5	30.8
NOON-1PM	3933	0.0	1500	1500	2433	16.10+	400	64.0	12.5	30.8
1-2 PM	4029	0.0	1500	1500	2529	16.06+	400	63.3	12.5	30.8
2-3 PM	4084	0.0	1500	1500	2584	16.03+	400	63.0	12.5	30.8
3-4 PM	3960	0.0	1500	1500	2460	16.09+	400	63.8	12.5	30.8
4-5 PM	3910	0.0	1500	1500	2410	16.11+	400	64.1	12.5	30.8
5-6 PM	3473	0.0	1500	1500	1973	16.24+	400	66.4	12.5	30.8
6-7 PM	3002	0.0	OFF	3002	0	0.26	23	67.0	62.6	62.6
7-8 PM	2347	0.0	OFF	2347	0	0.00	0	67.8	67.8	67.8
8-9 PM	2197	0.0	OFF	2197	0	0.00	0	68.0	68.0	68.0
9-10 PM	1949	0.0	OFF	1949	0	0.00	0	68.3	68.3	68.3
10-11 PM	1615	0.0	OFF	1615	0	0.00	0	68.7	68.7	68.7
11PM-MID	1100	0.0	OFF	1100	0	0.00	0	69.4	69.4	69.4

"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	0.0360
MAIN ROUTE WITH WORKS	0.0210
'DIVERSION'	0.0324

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$158,406
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

