

IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) OFF-PEAK DAY 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	762	0.0	OFF	762	0	0.00	0	69.8	69.8	69.8	
1-2 AM	460	0.0	OFF	460	0	0.00	0	70.2	70.2	70.2	
2-3 AM	380	0.0	OFF	380	0	0.00	0	70.2	70.2	70.2	
3-4 AM	307	0.0	OFF	307	0	0.00	0	70.2	70.2	70.2	
4-5 AM	377	0.0	OFF	377	0	0.00	0	70.2	70.2	70.2	
5-6 AM	645	0.0	OFF	645	0	0.00	0	69.9	69.9	69.9	
6-7 AM	1240	0.0	OFF	1240	0	0.00	0	69.2	69.2	69.2	
7-8 AM	2498	0.0	OFF	2498	0	0.00	0	67.6	67.6	67.6	
8-9 AM	3444	0.0	1499	1550	1894	16.44+	412	66.4	12.4	36.6	
9-10 AM	3059	0.0	1499	1607	1453	14.39+	379	66.9	13.8	36.0	
10-11 AM	3248	0.0	1499	1809	1438	15.43+	383	66.7	13.1	30.8	
11AM-NOON	3483	0.0	1500	1500	1983	16.24+	400	66.4	12.5	30.8	
NOON-1PM	3725	0.0	1500	1500	2225	16.18+	400	65.4	12.5	30.8	
1-2 PM	3657	0.0	1500	1500	2157	16.21+	400	65.9	12.5	30.8	
2-3 PM	3662	0.0	1500	1500	2162	16.21+	400	65.8	12.5	30.8	
3-4 PM	3787	0.0	1500	1500	2287	16.16+	400	65.0	12.5	30.8	
4-5 PM	3679	0.0	1500	1500	2179	16.20+	400	65.7	12.5	30.8	
5-6 PM	3321	0.0	1500	1500	1821	16.25+	400	66.6	12.5	30.8	
6-7 PM	2814	0.0	OFF	2814	0	0.37	34	67.3	61.2	61.2	
7-8 PM	2321	0.0	OFF	2321	0	0.00	0	67.9	67.9	67.9	
8-9 PM	1968	0.0	OFF	1968	0	0.00	0	68.3	68.3	68.3	
9-10 PM	1886	0.0	OFF	1886	0	0.00	0	68.4	68.4	68.4	
10-11 PM	1694	0.0	OFF	1694	0	0.00	0	68.6	68.6	68.6	
11PM-MID	1190	0.0	OFF	1190	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	0.0358
MAIN ROUTE WITH WORKS	0.0217
'DIVERSION'	0.0303
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$153,443
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

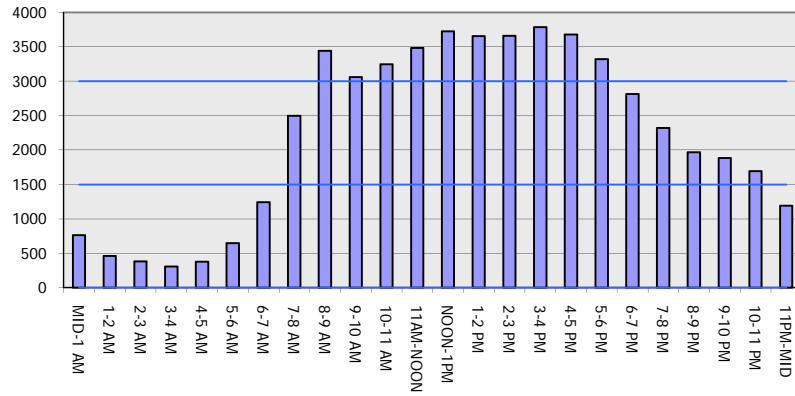
OCTOBER

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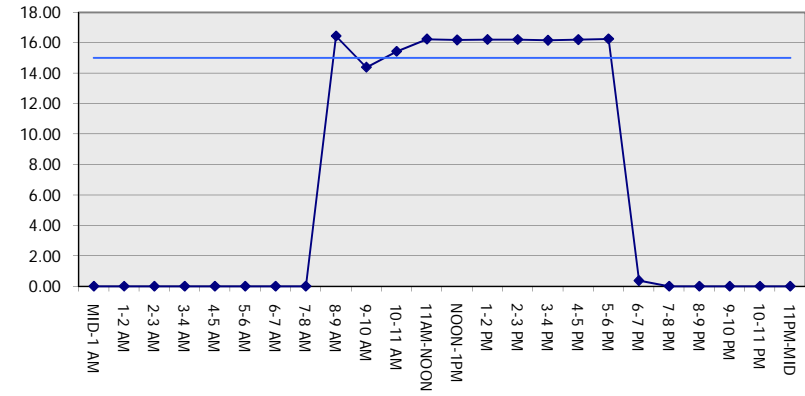
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

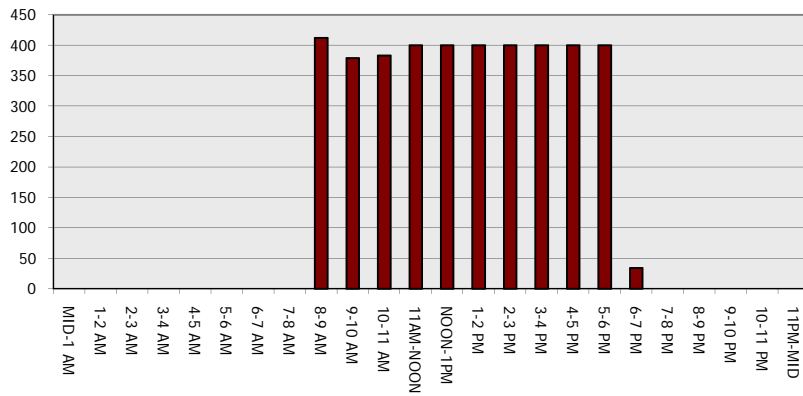
Main Route - Traffic Demand (Vehicles Per Hour)



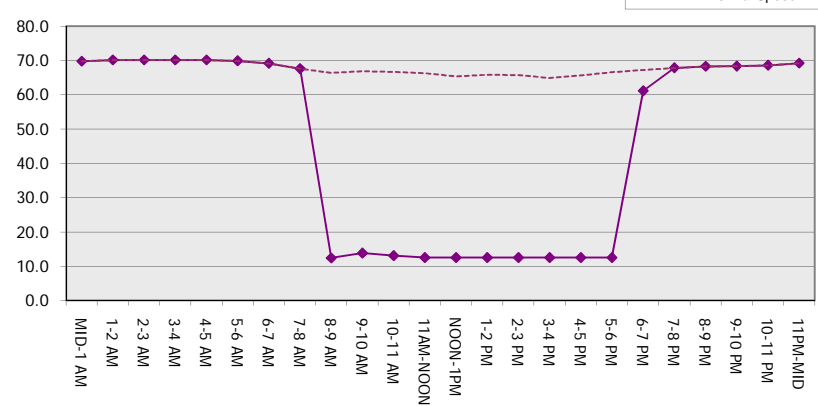
Main Route Average Delay Per Vehicle (Minutes)



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	581	0.0	OFF	581	0	0.00	0	70.0	70.0	70.0
1-2 AM	327	0.0	OFF	327	0	0.00	0	70.2	70.2	70.2
2-3 AM	286	0.0	OFF	286	0	0.00	0	70.2	70.2	70.2
3-4 AM	251	0.0	OFF	251	0	0.00	0	70.2	70.2	70.2
4-5 AM	366	0.0	OFF	366	0	0.00	0	70.2	70.2	70.2
5-6 AM	715	0.0	OFF	715	0	0.00	0	69.9	69.9	69.9
6-7 AM	1082	0.0	OFF	1082	0	0.00	0	69.4	69.4	69.4
7-8 AM	1651	0.0	OFF	1651	0	0.00	0	68.7	68.7	68.7
8-9 AM	2444	0.0	1499	1892	551	11.49+	298	67.7	16.6	30.8
9-10 AM	2923	0.0	1500	1500	1423	16.28+	400	67.1	12.5	30.8
10-11 AM	3375	0.0	1500	1500	1875	16.25+	400	66.5	12.5	30.8
11AM-NOON	3671	0.0	1500	1500	2171	16.20+	400	65.8	12.5	30.8
NOON-1PM	3647	0.0	1500	1500	2147	16.21+	400	66.0	12.5	30.8
1-2 PM	3472	0.0	1500	1500	1972	16.24+	400	66.4	12.5	30.8
2-3 PM	3525	0.0	1500	1500	2025	16.24+	400	66.4	12.5	30.8
3-4 PM	3859	0.0	1500	1500	2359	16.13+	400	64.5	12.5	30.8
4-5 PM	4016	0.0	1500	1500	2516	16.06+	400	63.4	12.5	30.8
5-6 PM	3878	0.0	1500	1500	2378	16.12+	400	64.3	12.5	30.8
6-7 PM	3504	0.0	OFF	3504	0	0.44	30	66.4	59.6	59.6
7-8 PM	2640	0.0	OFF	2640	0	0.00	0	67.4	67.4	67.4
8-9 PM	2115	0.0	OFF	2115	0	0.00	0	68.1	68.1	68.1
9-10 PM	1863	0.0	OFF	1863	0	0.00	0	68.4	68.4	68.4
10-11 PM	1557	0.0	OFF	1557	0	0.00	0	68.8	68.8	68.8
11PM-MID	1184	0.0	OFF	1184	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

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	0.0354
MAIN ROUTE WITH WORKS	0.0214
'DIVERSION'	0.0301

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$151,121
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

