

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

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	757	0.0	OFF	757	0	0.00	0	69.8	69.8	69.8	
1-2 AM	432	0.0	OFF	432	0	0.00	0	70.2	70.2	70.2	
2-3 AM	372	0.0	OFF	372	0	0.00	0	70.2	70.2	70.2	
3-4 AM	240	0.0	OFF	240	0	0.00	0	70.2	70.2	70.2	
4-5 AM	210	0.0	OFF	210	0	0.00	0	70.2	70.2	70.2	
5-6 AM	361	0.0	OFF	361	0	0.00	0	70.2	70.2	70.2	
6-7 AM	598	0.0	OFF	598	0	0.00	0	70.0	70.0	70.0	
7-8 AM	967	0.0	OFF	967	0	0.00	0	69.6	69.6	69.6	
8-9 AM	1396	0.0	OFF	1396	0	0.00	0	69.0	69.0	69.0	
9-10 AM	2047	0.0	1499	2011	36	7.87+	228	68.2	21.8	30.8	
10-11 AM	2633	0.0	1500	1436	1197	16.03+	394	67.4	12.7	31.9	
11AM-NOON	3107	0.0	1500	1500	1607	16.27+	400	66.9	12.5	30.8	
NOON-1PM	3492	0.0	1500	1500	1992	16.24+	400	66.4	12.5	30.8	
1-2 PM	3286	0.0	1500	1500	1786	16.26+	400	66.6	12.5	30.8	
2-3 PM	3224	0.0	1500	1500	1724	16.26+	400	66.8	12.5	30.8	
3-4 PM	3398	0.0	1500	1500	1898	16.25+	400	66.5	12.5	30.8	
4-5 PM	3177	0.0	1500	1500	1677	16.26+	400	66.8	12.5	30.8	
5-6 PM	2833	0.0	1500	1500	1333	16.29+	400	67.2	12.5	30.8	
6-7 PM	2436	0.0	1500	1500	936	16.31+	400	67.7	12.5	30.8	
7-8 PM	1952	0.0	OFF	1952	0	0.28	24	68.3	63.5	63.5	
8-9 PM	1364	0.0	OFF	1364	0	0.00	0	69.1	69.1	69.1	
9-10 PM	1058	0.0	OFF	1058	0	0.00	0	69.4	69.4	69.4	
10-11 PM	854	0.0	OFF	854	0	0.00	0	69.7	69.7	69.7	
11PM-MID	552	0.0	OFF	552	0	0.00	0	70.0	70.0	70.0	

"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	0.0272
MAIN ROUTE WITH WORKS	0.0167
'DIVERSION'	0.0220
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$129,321
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

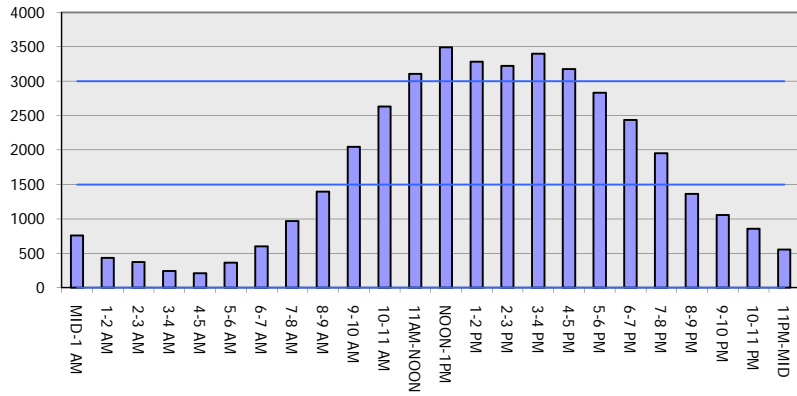
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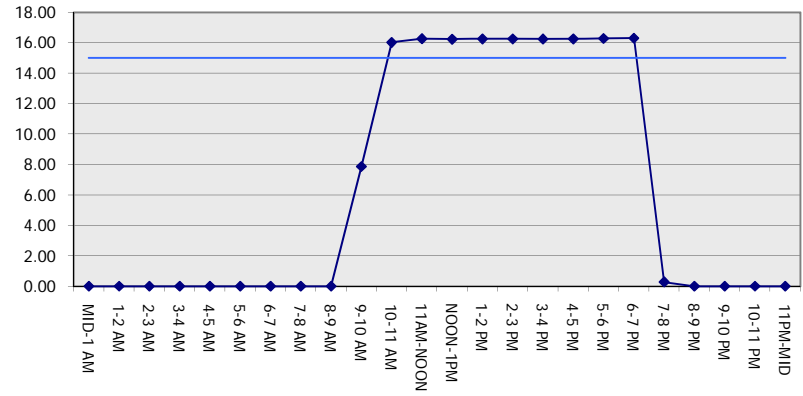
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

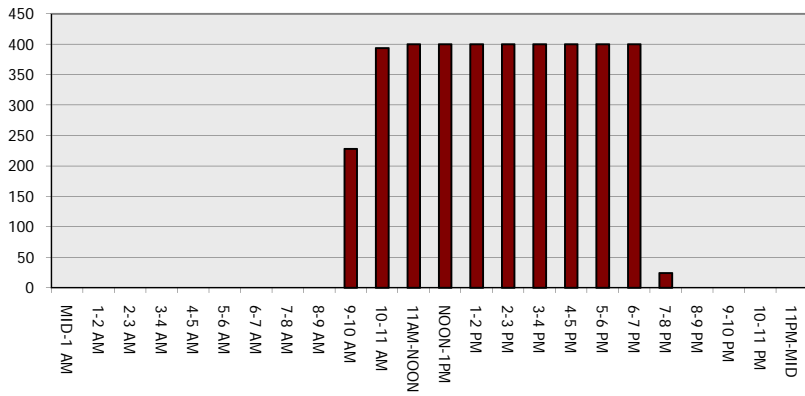
Main Route - Traffic Demand (Vehicles Per Hour)



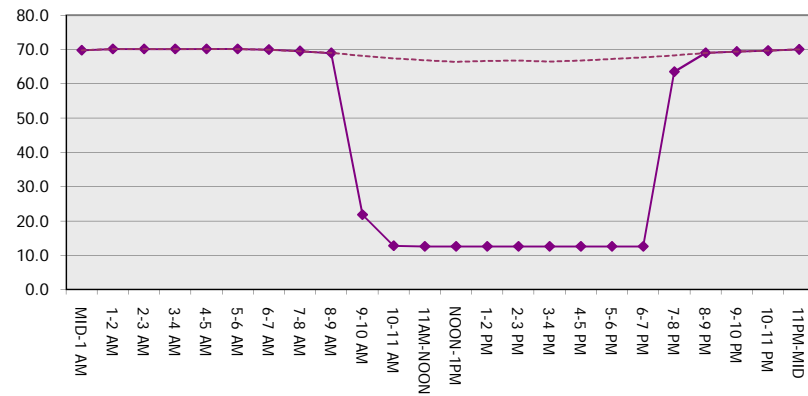
Main Route Average Delay Per Vehicle (Minutes)



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	709	0.0	OFF	709	0	0.00	0	69.9	69.9	69.9
1-2 AM	397	0.0	OFF	397	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	229	0.0	OFF	229	0	0.00	0	70.2	70.2	70.2
4-5 AM	257	0.0	OFF	257	0	0.00	0	70.2	70.2	70.2
5-6 AM	411	0.0	OFF	411	0	0.00	0	70.2	70.2	70.2
6-7 AM	657	0.0	OFF	657	0	0.00	0	69.9	69.9	69.9
7-8 AM	983	0.0	OFF	983	0	0.00	0	69.5	69.5	69.5
8-9 AM	1437	0.0	OFF	1437	0	0.00	0	68.9	68.9	68.9
9-10 AM	2234	0.0	1499	1862	372	9.43+	259	67.9	19.2	30.8
10-11 AM	2973	0.0	1499	1500	1473	16.28+	399	67.1	12.5	30.8
11AM-NOON	3590	0.0	1500	1500	2090	16.23+	400	66.3	12.5	30.8
NOON-1PM	3815	0.0	1500	1500	2315	16.15+	400	64.8	12.5	30.8
1-2 PM	3810	0.0	1500	1500	2310	16.15+	400	64.8	12.5	30.8
2-3 PM	3799	0.0	1500	1500	2299	16.15+	400	64.9	12.5	30.8
3-4 PM	3917	0.0	1500	1500	2417	16.10+	400	64.1	12.5	30.8
4-5 PM	3848	0.0	1500	1500	2348	16.13+	400	64.6	12.5	30.8
5-6 PM	3551	0.0	1500	1500	2051	16.24+	400	66.3	12.5	30.8
6-7 PM	3206	0.0	1500	1500	1706	16.26+	400	66.8	12.5	30.8
7-8 PM	2347	0.0	OFF	2347	0	0.20	17	67.8	64.3	64.3
8-9 PM	1797	0.0	OFF	1797	0	0.00	0	68.5	68.5	68.5
9-10 PM	1295	0.0	OFF	1295	0	0.00	0	69.1	69.1	69.1
10-11 PM	879	0.0	OFF	879	0	0.00	0	69.6	69.6	69.6
11PM-MID	491	0.0	OFF	491	0	0.00	0	70.1	70.1	70.1

"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	0.0314
MAIN ROUTE WITH WORKS	0.0174
'DIVERSION'	0.0300

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$152,389
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

