

IH 94: USH 18 TO CTH O (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	699	0.0	OFF	699	0	0.00	0	69.9	69.9	69.9	
1-2 AM	630	0.0	OFF	630	0	0.00	0	69.9	69.9	69.9	
2-3 AM	579	0.0	OFF	579	0	0.00	0	70.0	70.0	70.0	
3-4 AM	419	0.0	OFF	419	0	0.00	0	70.2	70.2	70.2	
4-5 AM	501	0.0	OFF	501	0	0.00	0	70.1	70.1	70.1	
5-6 AM	621	0.0	OFF	621	0	0.00	0	70.0	70.0	70.0	
6-7 AM	969	0.0	OFF	969	0	0.00	0	69.6	69.6	69.6	
7-8 AM	1064	0.0	OFF	1064	0	0.00	0	69.4	69.4	69.4	
8-9 AM	2257	0.0	1499	1822	435	10.36+	280	67.9	15.3	31.2	
9-10 AM	1968	0.0	1500	1551	417	16.13+	394	68.3	10.7	30.8	
10-11 AM	2108	0.0	1500	1500	608	16.34+	400	68.1	10.6	30.8	
11AM-NOON	3381	0.0	1500	1500	1881	16.27+	400	66.5	10.6	30.8	
NOON-1PM	4064	0.0	1500	1500	2564	16.11+	400	63.1	10.6	30.8	
1-2 PM	3299	0.0	1500	1500	1799	16.28+	400	66.6	10.6	30.8	
2-3 PM	2356	0.0	1500	1500	856	16.33+	400	67.8	10.6	30.8	
3-4 PM	4194	0.0	1500	1500	2694	16.06+	400	62.2	10.6	30.8	
4-5 PM	3816	0.0	1500	1500	2316	16.19+	400	64.8	10.6	30.8	
5-6 PM	3421	0.0	1500	1500	1921	16.27+	400	66.5	10.6	30.8	
6-7 PM	2946	0.0	OFF	2946	0	0.25	22	67.1	62.0	62.0	
7-8 PM	2465	0.0	OFF	2465	0	0.00	0	67.7	67.7	67.7	
8-9 PM	2245	0.0	OFF	2245	0	0.00	0	67.9	67.9	67.9	
9-10 PM	2868	0.0	OFF	2868	0	0.00	0	67.2	67.2	67.2	
10-11 PM	2017	0.0	OFF	2017	0	0.00	0	68.2	68.2	68.2	
11PM-MID	901	0.0	OFF	901	0	0.00	0	69.6	69.6	69.6	

"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	0.0269
MAIN ROUTE WITH WORKS	0.0175
'DIVERSION'	0.0194
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$134,783
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

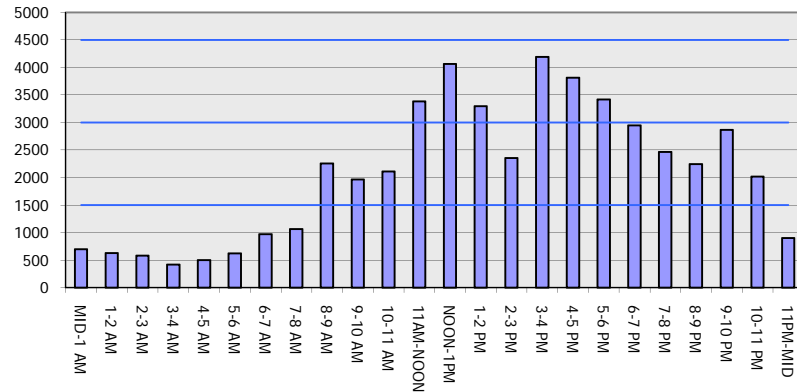
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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST

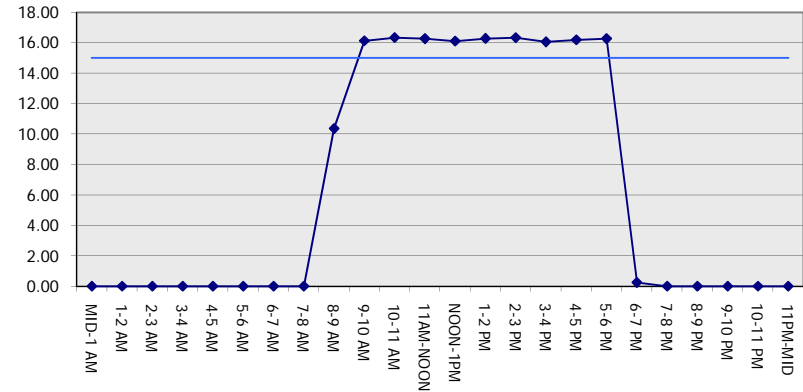
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

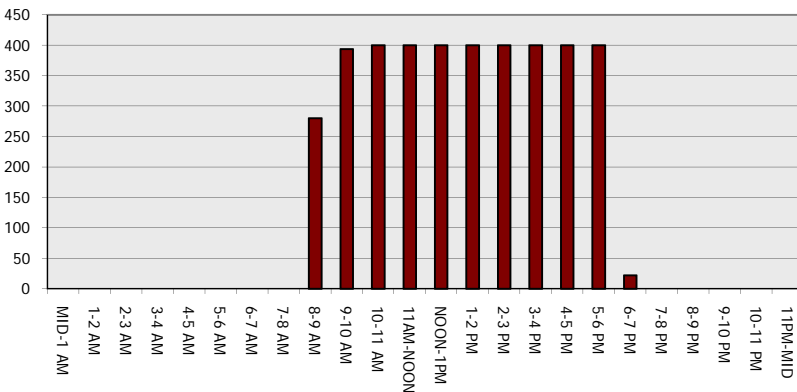
Main Route - Traffic Demand (Vehicles Per Hour)



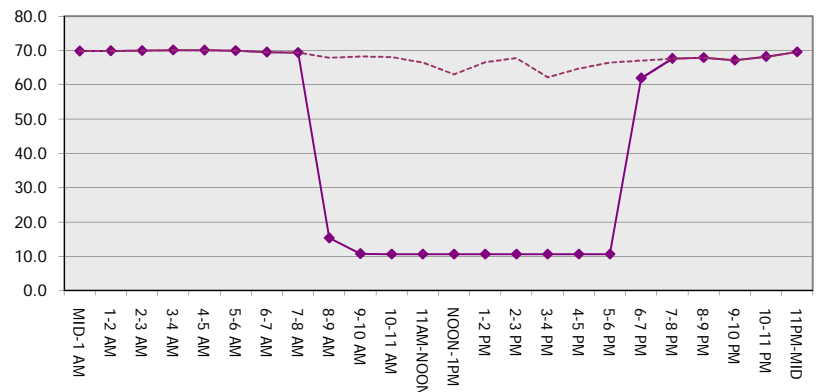
Main Route Average Delay Per Vehicle (Minutes)



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	488	0.0	OFF	488	0	0.00	0	70.1	70.1	70.1
1-2 AM	447	0.0	OFF	447	0	0.00	0	70.2	70.2	70.2
2-3 AM	320	0.0	OFF	320	0	0.00	0	70.2	70.2	70.2
3-4 AM	279	0.0	OFF	279	0	0.00	0	70.2	70.2	70.2
4-5 AM	444	0.0	OFF	444	0	0.00	0	70.2	70.2	70.2
5-6 AM	557	0.0	OFF	557	0	0.00	0	70.0	70.0	70.0
6-7 AM	774	0.0	OFF	774	0	0.00	0	69.8	69.8	69.8
7-8 AM	840	0.0	OFF	840	0	0.00	0	69.7	69.7	69.7
8-9 AM	1984	0.0	1499	1984	0	7.28	210	68.2	19.9	30.8
9-10 AM	1839	0.0	1499	1390	449	15.93+	390	68.4	10.8	31.1
10-11 AM	2074	0.0	1500	1500	574	16.35+	400	68.2	10.6	30.8
11AM-NOON	3684	0.0	1499	1500	2184	16.23+	400	65.7	10.6	30.8
NOON-1PM	4118	0.0	1500	1500	2618	16.09+	400	62.7	10.6	30.8
1-2 PM	3414	0.0	1500	1500	1914	16.27+	400	66.5	10.6	30.8
2-3 PM	2477	0.0	1500	1500	977	16.32+	400	67.6	10.6	30.8
3-4 PM	4316	0.0	1500	1500	2816	16.01+	400	61.4	10.6	30.8
4-5 PM	4218	0.0	1500	1500	2718	16.05+	400	62.0	10.6	30.8
5-6 PM	3824	0.0	1500	1500	2324	16.19+	400	64.7	10.6	30.8
6-7 PM	3355	0.0	OFF	3355	0	0.32	26	66.6	60.3	60.3
7-8 PM	2818	0.0	OFF	2818	0	0.00	0	67.3	67.3	67.3
8-9 PM	2504	0.0	OFF	2504	0	0.00	0	67.6	67.6	67.6
9-10 PM	2593	0.0	OFF	2593	0	0.00	0	67.5	67.5	67.5
10-11 PM	1859	0.0	OFF	1859	0	0.00	0	68.4	68.4	68.4
11PM-MID	606	0.0	OFF	606	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	0.0270
MAIN ROUTE WITH WORKS	0.0170
'DIVERSION'	0.0208

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$138,012
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

