

IH 94: USH 18 TO CTH O (WAUKESHA COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	325	0.0	OFF	325	0	0.00	0	70.2	70.2	70.2
1-2 AM	239	0.0	OFF	239	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	410	0.0	OFF	410	0	0.00	0	70.2	70.2	70.2
4-5 AM	761	0.0	OFF	761	0	0.00	0	69.8	69.8	69.8
5-6 AM	1991	0.0	OFF	1991	0	0.00	0	68.2	68.2	68.2
6-7 AM	4201	0.0	OFF	4201	0	0.00	0	62.2	62.2	62.2
7-8 AM	5309	0.0	OFF	5309	0	0.00	0	54.6	54.6	54.6
8-9 AM	4681	0.0	OFF	4681	0	0.00	0	58.9	58.9	58.9
9-10 AM	3795	0.0	OFF	3795	0	0.00	0	65.0	65.0	65.0
10-11 AM	3944	0.0	2999	3944	0	7.34+	454	63.9	19.9	37.3
11AM-NOON	4367	0.0	2999	2919	1448	15.92+	856	61.0	12.0	37.3
NOON-1PM	4629	0.0	2999	2999	1630	15.92+	862	59.2	12.0	37.3
1-2 PM	4888	0.0	3000	3000	1888	15.82+	864	57.4	12.0	37.3
2-3 PM	5378	0.0	3000	3000	2377	15.56+	864	54.1	12.0	37.3
3-4 PM	5678	0.0	OFF	5678	0	7.18	700	52.0	18.4	18.4
4-5 PM	5153	0.0	OFF	5153	0	1.98	171	55.6	36.1	36.1
5-6 PM	4917	0.0	OFF	4917	0	0.00	0	57.3	57.3	57.3
6-7 PM	4858	0.0	OFF	4858	0	0.00	0	57.7	57.7	57.7
7-8 PM	3260	0.0	OFF	3260	0	0.00	0	66.7	66.7	66.7
8-9 PM	2244	0.0	OFF	2244	0	0.00	0	67.9	67.9	67.9
9-10 PM	2340	0.0	OFF	2340	0	0.00	0	67.8	67.8	67.8
10-11 PM	1994	0.0	OFF	1994	0	0.00	0	68.2	68.2	68.2
11PM-MID	1450	0.0	OFF	1450	0	0.00	0	68.9	68.9	68.9

"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	0.0417
MAIN ROUTE WITH WORKS	0.0367
'DIVERSION'	0.0092
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$76,435
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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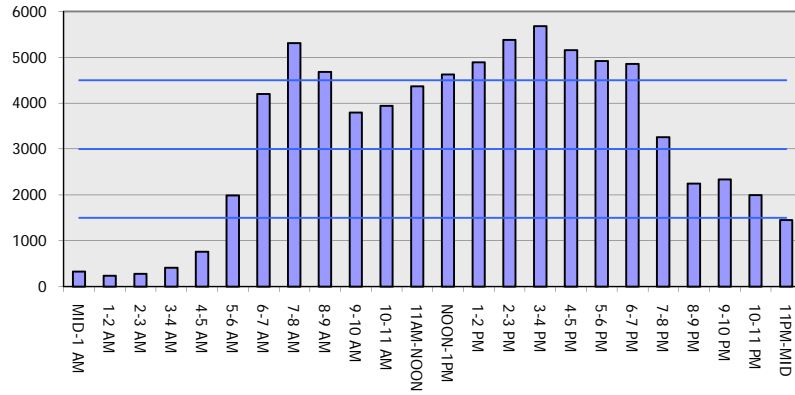
OCTOBER

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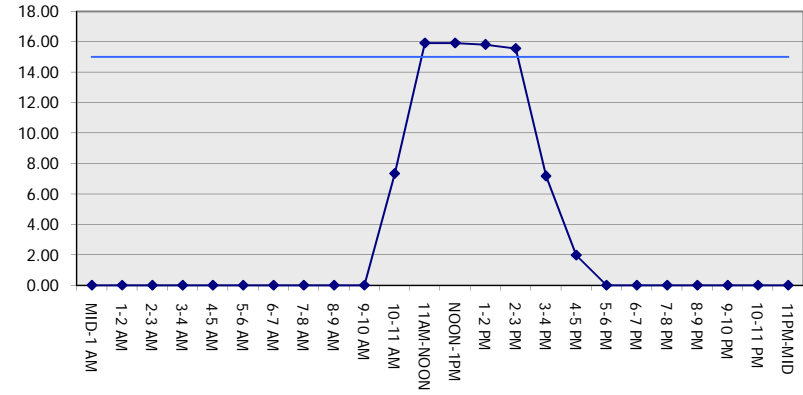
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

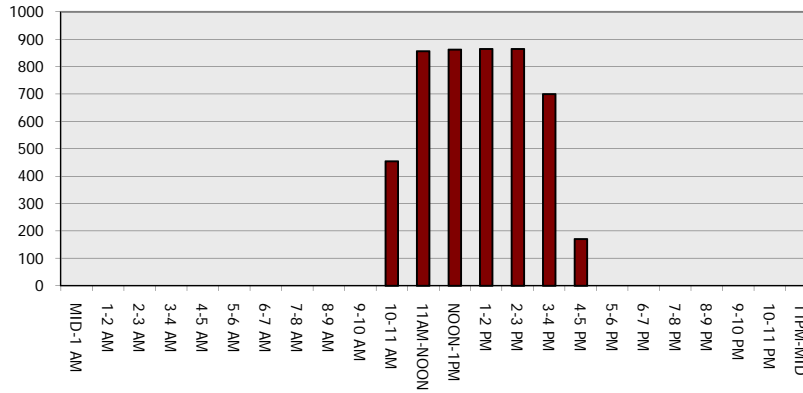
Main Route - Traffic Demand (Vehicles Per Hour)



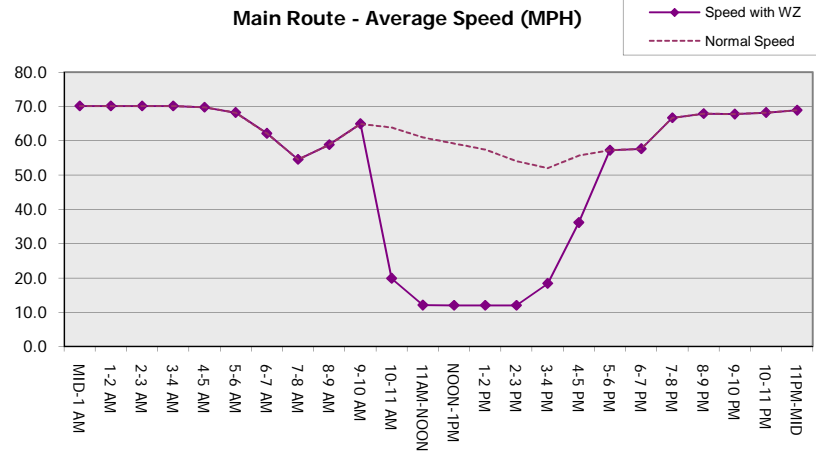
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	287	0.0	OFF	287	0	0.00	0	70.2	70.2	70.2
1-2 AM	205	0.0	OFF	205	0	0.00	0	70.2	70.2	70.2
2-3 AM	242	0.0	OFF	242	0	0.00	0	70.2	70.2	70.2
3-4 AM	369	0.0	OFF	369	0	0.00	0	70.2	70.2	70.2
4-5 AM	653	0.0	OFF	653	0	0.00	0	69.9	69.9	69.9
5-6 AM	2043	0.0	OFF	2043	0	0.00	0	68.2	68.2	68.2
6-7 AM	4894	0.0	OFF	4894	0	0.00	0	57.4	57.4	57.4
7-8 AM	5602	0.0	OFF	5602	0	0.00	0	52.6	52.6	52.6
8-9 AM	4732	0.0	OFF	4732	0	0.00	0	58.5	58.5	58.5
9-10 AM	4051	0.0	OFF	4051	0	0.00	0	63.2	63.2	63.2
10-11 AM	3747	0.0	2999	3747	0	6.31	372	65.3	21.7	37.3
11AM-NOON	4076	0.0	2999	3076	1000	15.87+	847	63.0	12.1	37.3
NOON-1PM	4304	0.0	3000	3026	1278	15.79+	847	61.5	12.1	37.3
1-2 PM	4448	0.0	3000	3010	1439	15.86+	855	60.5	12.0	37.3
2-3 PM	5135	0.0	2999	3000	2135	15.69+	864	55.8	12.0	37.3
3-4 PM	5455	0.0	OFF	5455	0	6.15	586	53.6	20.5	20.5
4-5 PM	5237	0.0	OFF	5237	0	0.80	64	55.1	45.3	45.3
5-6 PM	5000	0.0	OFF	5000	0	0.00	0	56.7	56.7	56.7
6-7 PM	4361	0.0	OFF	4361	0	0.00	0	61.0	61.0	61.0
7-8 PM	3424	0.0	OFF	3424	0	0.00	0	66.5	66.5	66.5
8-9 PM	2610	0.0	OFF	2610	0	0.00	0	67.5	67.5	67.5
9-10 PM	2636	0.0	OFF	2636	0	0.00	0	67.4	67.4	67.4
10-11 PM	2231	0.0	OFF	2231	0	0.00	0	67.9	67.9	67.9
11PM-MID	1594	0.0	OFF	1594	0	0.00	0	68.7	68.7	68.7

"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	0.0418
MAIN ROUTE WITH WORKS	0.0376
'DIVERSION'	0.0073

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$68,674
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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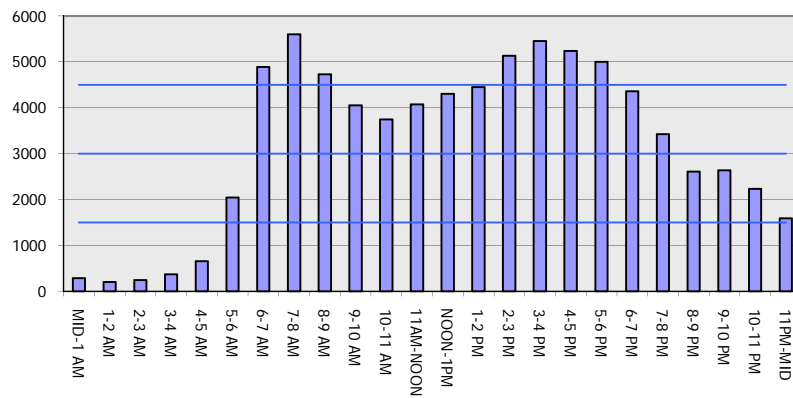
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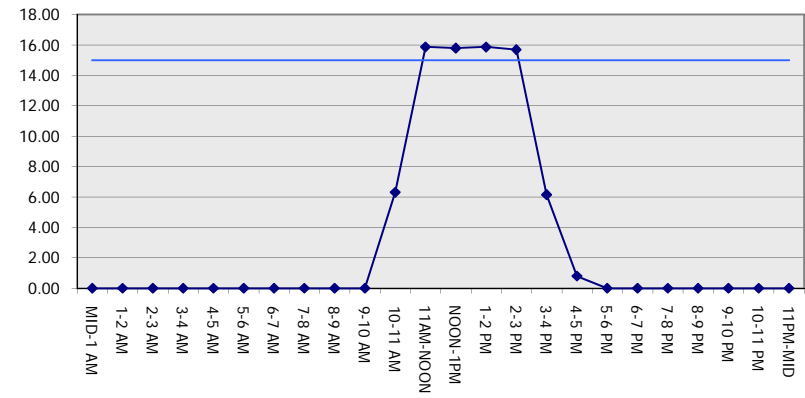
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

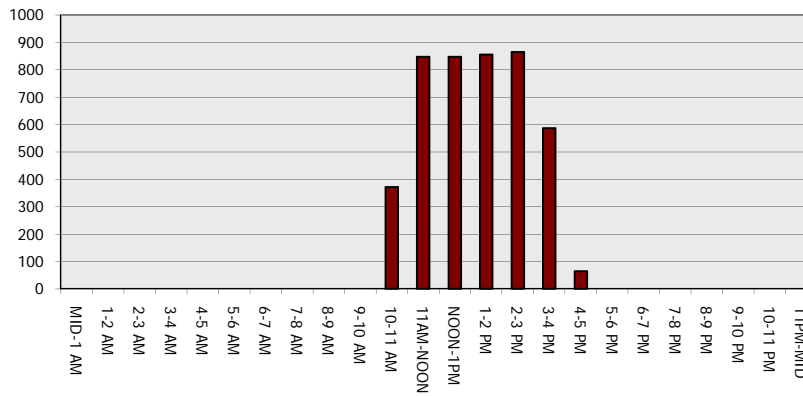
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

