

IH 94: USH 18 TO CTH O (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	909	0.0	OFF	909	0	0.00	0	69.6	69.6	69.6
1-2 AM	551	0.0	OFF	551	0	0.00	0	70.0	70.0	70.0
2-3 AM	541	0.0	OFF	541	0	0.00	0	70.0	70.0	70.0
3-4 AM	414	0.0	OFF	414	0	0.00	0	70.2	70.2	70.2
4-5 AM	522	0.0	OFF	522	0	0.00	0	70.1	70.1	70.1
5-6 AM	968	0.0	OFF	968	0	0.00	0	69.6	69.6	69.6
6-7 AM	1536	0.0	OFF	1536	0	0.00	0	68.8	68.8	68.8
7-8 AM	2250	0.0	OFF	2250	0	0.00	0	67.9	67.9	67.9
8-9 AM	3048	0.0	1499	1660	1388	14.41+	365	66.9	11.7	36.0
9-10 AM	3462	0.0	1499	1780	1682	15.51+	385	66.4	11.0	30.8
10-11 AM	3743	0.0	1500	1500	2243	16.21+	399	65.3	10.6	30.8
11AM-NOON	4124	0.0	1500	1500	2624	16.08+	400	62.7	10.6	30.8
NOON-1PM	4360	0.0	1500	1500	2860	16.00+	400	61.0	10.6	30.8
1-2 PM	4223	0.0	1500	1500	2723	16.05+	400	62.0	10.6	30.8
2-3 PM	4104	0.0	1500	1500	2604	16.09+	399	62.8	10.6	30.8
3-4 PM	3807	0.0	1500	1500	2307	16.19+	400	64.8	10.6	30.8
4-5 PM	3813	0.0	1500	1500	2313	16.19+	400	64.8	10.6	30.8
5-6 PM	3273	0.0	1500	1500	1773	16.28+	400	66.7	10.6	30.8
6-7 PM	3324	0.0	OFF	3324	0	0.43	36	66.6	58.4	58.4
7-8 PM	2435	0.0	OFF	2435	0	0.00	0	67.7	67.7	67.7
8-9 PM	2122	0.0	OFF	2122	0	0.00	0	68.1	68.1	68.1
9-10 PM	2103	0.0	OFF	2103	0	0.00	0	68.1	68.1	68.1
10-11 PM	2290	0.0	OFF	2290	0	0.00	0	67.9	67.9	67.9
11PM-MID	1465	0.0	OFF	1465	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	0.0321
MAIN ROUTE WITH WORKS	0.0189
'DIVERSION'	0.0282
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$165,023
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

**IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

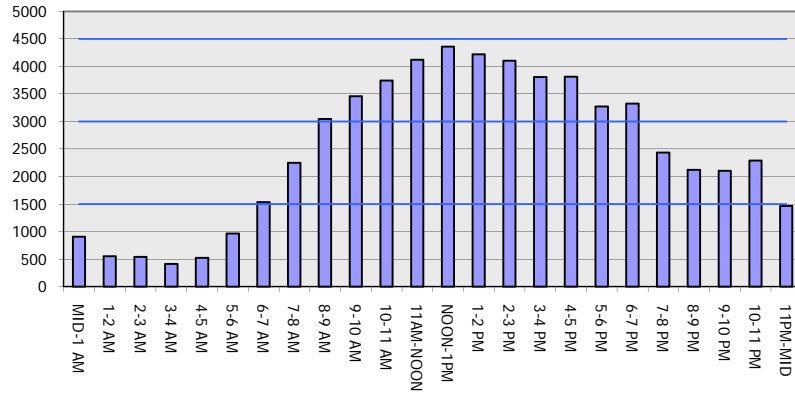
OCTOBER

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Construction Season

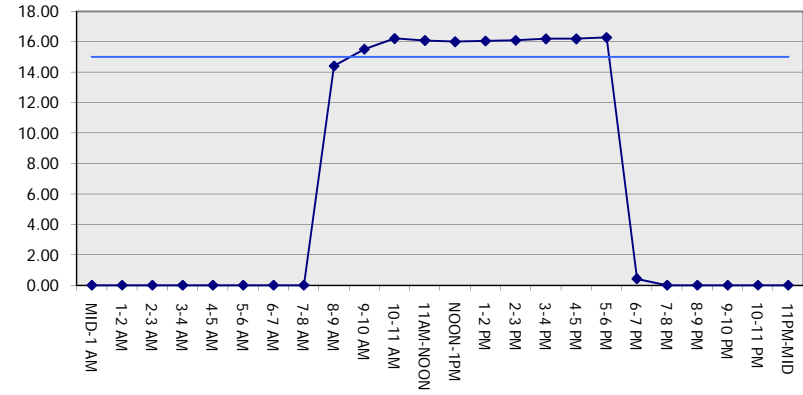
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

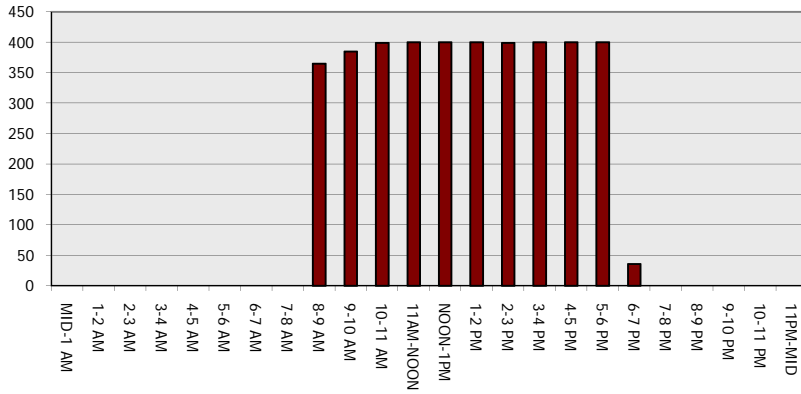
Main Route - Traffic Demand (Vehicles Per Hour)



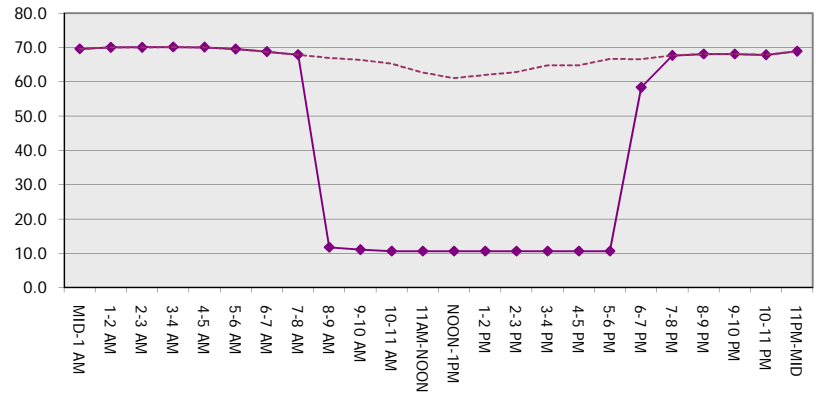
Main Route Average Delay Per Vehicle (Minutes)



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	971	0.0	OFF	971	0	0.00	0	69.6	69.6	69.6
1-2 AM	487	0.0	OFF	487	0	0.00	0	70.1	70.1	70.1
2-3 AM	377	0.0	OFF	377	0	0.00	0	70.2	70.2	70.2
3-4 AM	253	0.0	OFF	253	0	0.00	0	70.2	70.2	70.2
4-5 AM	352	0.0	OFF	352	0	0.00	0	70.2	70.2	70.2
5-6 AM	803	0.0	OFF	803	0	0.00	0	69.7	69.7	69.7
6-7 AM	1320	0.0	OFF	1320	0	0.00	0	69.1	69.1	69.1
7-8 AM	1791	0.0	OFF	1791	0	0.00	0	68.5	68.5	68.5
8-9 AM	2660	0.0	1499	2000	660	12.93+	325	67.4	12.8	31.5
9-10 AM	3069	0.0	1500	1500	1569	16.20+	400	66.9	10.6	32.2
10-11 AM	3305	0.0	1500	1500	1805	16.19+	400	66.6	10.6	32.2
11AM-NOON	3699	0.0	1500	1500	2199	16.14+	400	65.6	10.6	32.2
NOON-1PM	3998	0.0	1500	1500	2498	16.04+	400	63.5	10.6	32.2
1-2 PM	3927	0.0	1500	1500	2427	16.06+	400	64.0	10.6	32.2
2-3 PM	4028	0.0	1500	1500	2528	16.03+	400	63.3	10.6	32.2
3-4 PM	3996	0.0	1500	1500	2496	16.04+	400	63.5	10.6	32.2
4-5 PM	4114	0.0	1500	1500	2614	16.00+	400	62.7	10.6	32.2
5-6 PM	4362	0.0	1500	1500	2862	15.91+	400	61.0	10.6	32.2
6-7 PM	4023	0.0	OFF	4023	0	0.82	63	63.3	50.5	50.5
7-8 PM	3223	0.0	OFF	3223	0	0.00	0	66.8	66.8	66.8
8-9 PM	2435	0.0	OFF	2435	0	0.00	0	67.7	67.7	67.7
9-10 PM	2605	0.0	OFF	2605	0	0.00	0	67.5	67.5	67.5
10-11 PM	2168	0.0	OFF	2168	0	0.00	0	68.1	68.1	68.1
11PM-MID	1609	0.0	OFF	1609	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	0.0322
MAIN ROUTE WITH WORKS	0.0195
'DIVERSION'	0.0271

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$161,061
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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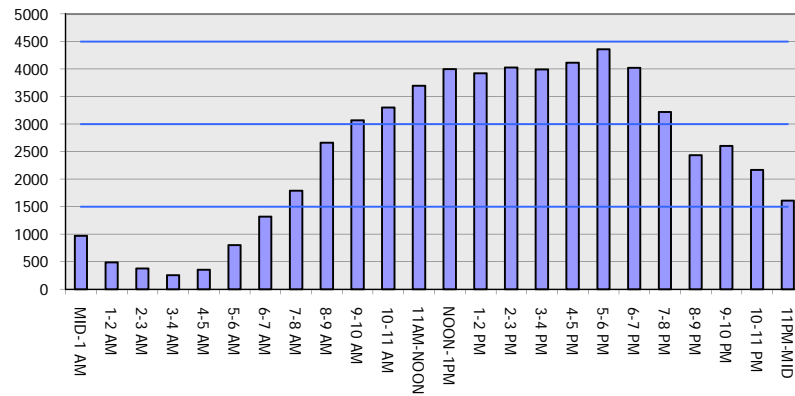
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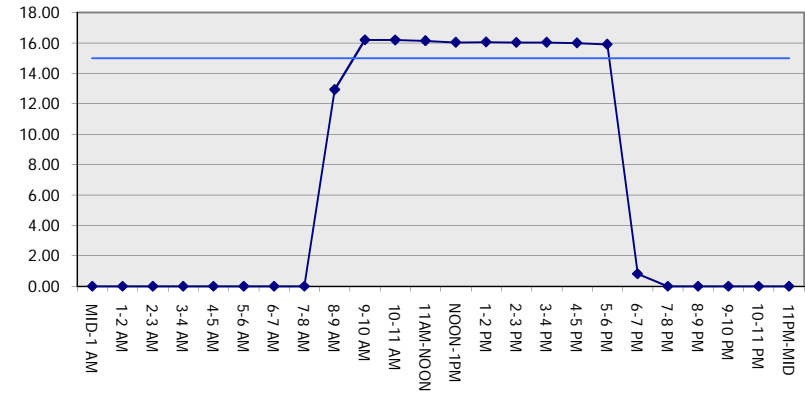
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

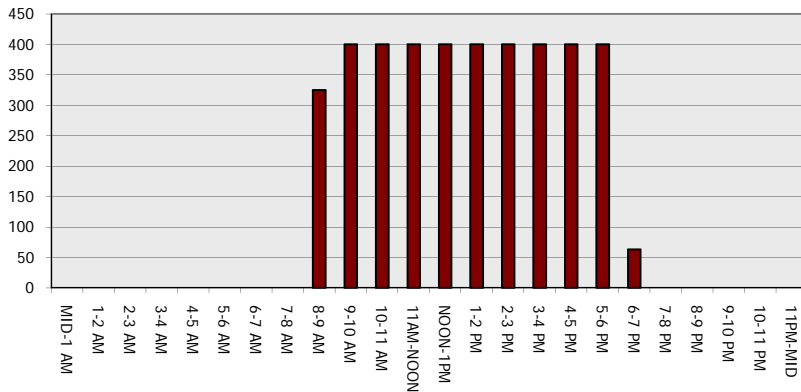
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

