

<b>IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	663	0.0	3000	663	0	0.36	0	69.9	63.7	49.7
1-2 AM	416	0.0	3000	416	0	0.36	0	70.2	63.8	49.7
2-3 AM	318	0.0	3000	318	0	0.36	0	70.2	63.8	49.7
3-4 AM	327	0.0	3000	327	0	0.36	0	70.2	63.8	49.7
4-5 AM	459	0.0	3000	459	0	0.36	0	70.2	63.8	49.7
5-6 AM	1099	0.0	3000	1099	0	0.35	0	69.4	63.3	49.7
6-7 AM	2353	0.0	2999	2353	0	0.41	0	67.8	61.1	46.9
7-8 AM	3249	0.0	2999	3249	0	2.39	103	66.7	40.9	37.3
8-9 AM	3027	0.0	2999	3027	0	5.85	282	66.9	26.2	37.3
9-10 AM	2604	0.0	2999	2604	0	1.98	102	67.5	44.1	41.7
10-11 AM	2777	0.0	2999	2777	0	0.58	0	67.3	58.2	41.0
11AM-NOON	3125	0.0	2999	3125	0	1.40	40	66.8	48.7	37.3
NOON-1PM	3482	0.0	3000	3482	0	6.60	352	66.4	24.2	37.3
1-2 PM	3570	0.0	2999	3254	316	14.61+	770	66.3	13.8	37.3
2-3 PM	3963	0.0	2999	2992	971	15.17+	806	63.8	13.4	37.3
3-4 PM	4423	0.0	2999	2986	1437	14.99+	808	60.6	13.4	37.3
4-5 PM	4610	0.0	2999	2992	1617	14.91+	808	59.4	13.4	37.3
5-6 PM	4513	0.0	2999	2993	1520	14.95+	808	60.1	13.4	37.3
6-7 PM	3658	0.0	3000	2999	659	15.28+	805	65.9	13.4	37.3
7-8 PM	2650	0.0	2999	2650	0	13.15+	694	67.4	15.0	37.3
8-9 PM	2229	0.0	2999	2229	0	2.15	154	67.9	43.0	46.3
9-10 PM	2261	0.0	3000	2261	0	0.33	0	67.9	62.3	49.7
10-11 PM	2228	0.0	3000	2228	0	0.33	0	67.9	62.4	49.7
11PM-MID	1485	0.0	3000	1485	0	0.34	0	68.9	63.0	49.7

+ 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

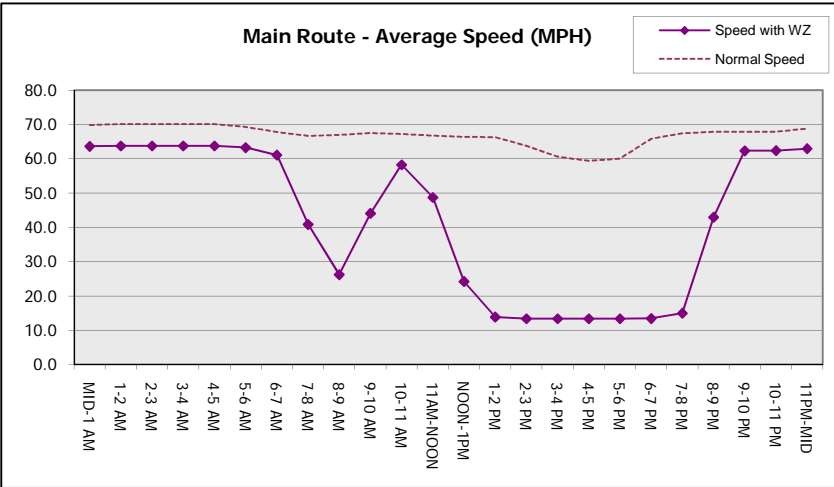
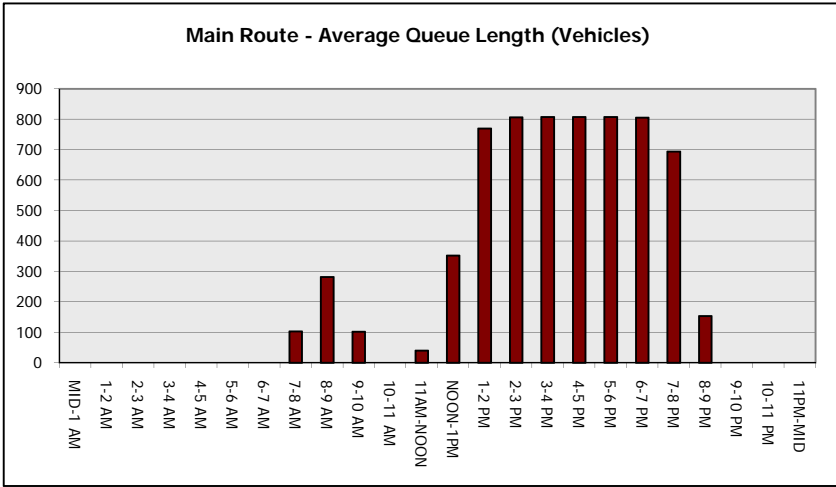
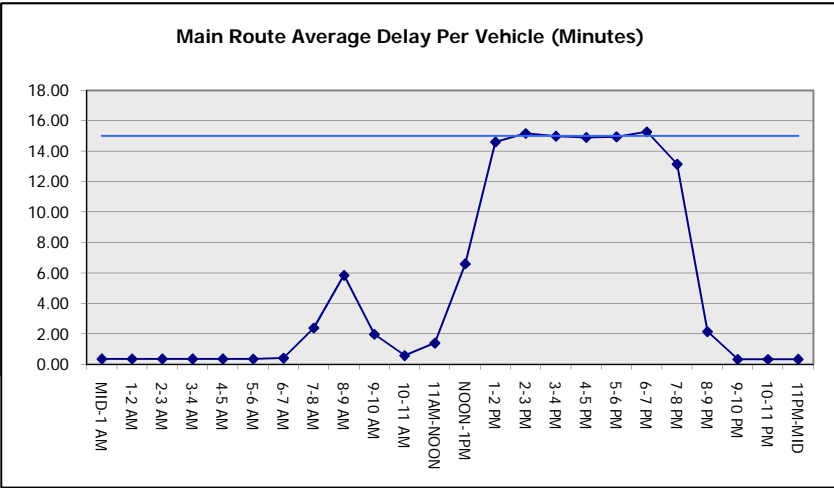
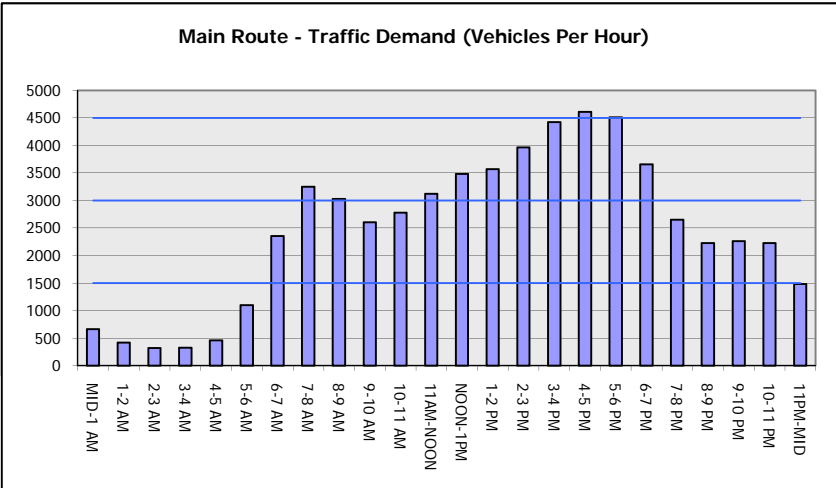
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0398
MAIN ROUTE WITH WORKS	0.0319
'DIVERSION'	0.0101
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$107,119
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY WESTBOUND DIRECTION**



<b>IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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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	396	0.0	3000	396	0	0.36	0	70.2	63.8	49.7
1-2 AM	292	0.0	3000	292	0	0.36	0	70.2	63.8	49.7
2-3 AM	259	0.0	3000	259	0	0.36	0	70.2	63.8	49.7
3-4 AM	294	0.0	3000	294	0	0.36	0	70.2	63.8	49.7
4-5 AM	675	0.0	3000	675	0	0.36	0	69.9	63.6	49.7
5-6 AM	2010	0.0	2999	2010	0	0.36	0	68.2	62.1	48.6
6-7 AM	4400	0.0	2999	3841	559	7.80+	496	60.8	21.2	37.3
7-8 AM	5481	0.0	3000	3000	2481	14.44+	809	53.4	13.4	37.3
8-9 AM	4443	0.0	2999	2992	1451	14.98+	807	60.5	13.4	37.3
9-10 AM	3689	0.0	3000	2999	690	15.27+	805	65.6	13.4	37.3
10-11 AM	3682	0.0	2999	2999	683	15.27+	805	65.7	13.4	37.3
11AM-NOON	3826	0.0	3000	2999	827	15.21+	805	64.7	13.4	37.3
NOON-1PM	3849	0.0	3000	2999	850	15.21+	805	64.6	13.4	37.3
1-2 PM	3903	0.0	3000	2999	904	15.18+	805	64.2	13.4	37.3
2-3 PM	4163	0.0	2999	2995	1168	15.09+	806	62.4	13.4	37.3
3-4 PM	4782	0.0	2999	2999	1782	14.84+	809	58.2	13.4	37.3
4-5 PM	4908	0.0	3000	3000	1908	14.77+	809	57.3	13.4	37.3
5-6 PM	4595	0.0	3000	2997	1598	14.92+	808	59.5	13.4	37.3
6-7 PM	3797	0.0	3000	2999	798	15.23+	805	64.9	13.4	37.3
7-8 PM	2666	0.0	2999	2666	0	13.29+	701	67.4	14.8	37.3
8-9 PM	2196	0.0	2999	2196	0	2.25	163	68.0	42.3	46.1
9-10 PM	1888	0.0	3000	1888	0	0.34	0	68.4	62.7	49.7
10-11 PM	1497	0.0	3000	1497	0	0.34	0	68.9	63.0	49.7
11PM-MID	1081	0.0	3000	1081	0	0.35	0	69.4	63.3	49.7

+ 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	0.0460
MAIN ROUTE WITH WORKS	0.0320
'DIVERSION'	0.0243

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$190,843
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY EASTBOUND DIRECTION**

