

<b>IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                  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	537	0.0	1500	537	0	0.54	0	70.0	61.0	43.3	
1-2 AM	315	0.0	1500	315	0	0.51	0	70.2	61.4	44.2	
2-3 AM	244	0.0	1500	244	0	0.50	0	70.2	61.5	44.5	
3-4 AM	270	0.0	1500	270	0	0.51	0	70.2	61.5	44.4	
4-5 AM	455	0.0	1500	455	0	0.53	0	70.2	61.2	43.7	
5-6 AM	1108	0.0	1499	1108	0	0.73	0	69.4	57.8	38.3	
6-7 AM	2341	0.0	1499	1810	531	9.67+	267	67.8	18.8	31.4	
7-8 AM	3351	0.0	1499	1500	1851	16.15+	399	66.6	12.6	32.4	
8-9 AM	3073	0.0	1500	1500	1573	16.17+	400	66.9	12.6	32.4	
9-10 AM	2440	0.0	1500	1501	938	16.21+	399	67.7	12.6	32.4	
10-11 AM	2446	0.0	1499	1500	946	16.22+	399	67.7	12.6	32.3	
11AM-NOON	2677	0.0	1500	1500	1177	16.21+	400	67.4	12.6	32.3	
NOON-1PM	2875	0.0	1500	1500	1375	16.19+	400	67.1	12.6	32.3	
1-2 PM	2962	0.0	1500	1500	1462	16.19+	400	67.1	12.6	32.3	
2-3 PM	3330	0.0	1500	1500	1830	16.16+	400	66.6	12.6	32.3	
3-4 PM	3985	0.0	1500	1500	2485	15.98+	400	63.7	12.6	32.3	
4-5 PM	4421	0.0	1500	1500	2921	15.79+	400	60.7	12.6	32.3	
5-6 PM	4438	0.0	1500	1500	2938	15.78+	400	60.5	12.6	32.3	
6-7 PM	3320	0.0	1500	1500	1820	16.16+	400	66.6	12.6	32.3	
7-8 PM	2399	0.0	1500	1521	877	16.19+	397	67.8	12.7	31.5	
8-9 PM	2120	0.0	1499	1511	608	16.28+	398	68.1	12.6	30.9	
9-10 PM	1875	0.0	1500	1536	338	16.19+	395	68.4	12.7	30.8	
10-11 PM	1461	0.0	1500	1448	13	15.58+	379	68.9	13.1	30.8	
11PM-MID	1006	0.0	1499	1006	0	3.68	132	69.5	34.5	37.4	

+ 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	0.0357
MAIN ROUTE WITH WORKS	0.0179
'DIVERSION'	0.0367
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$171,644
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**

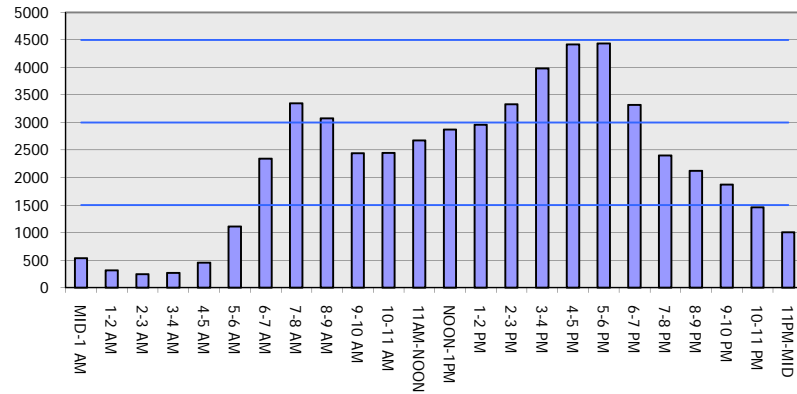
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

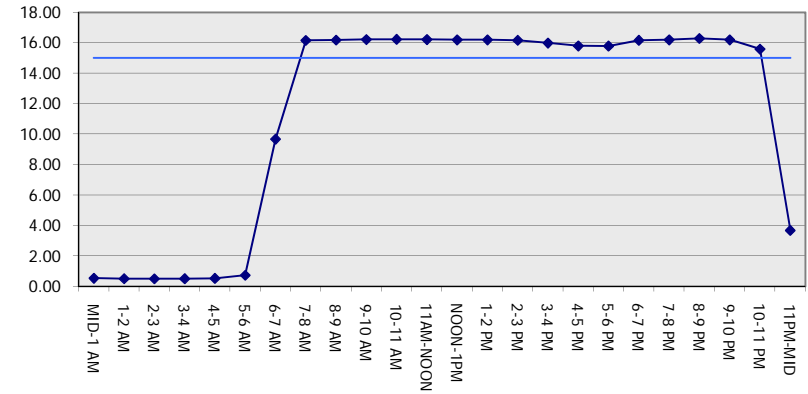
**MON-THUR**

**WESTBOUND DIRECTION**

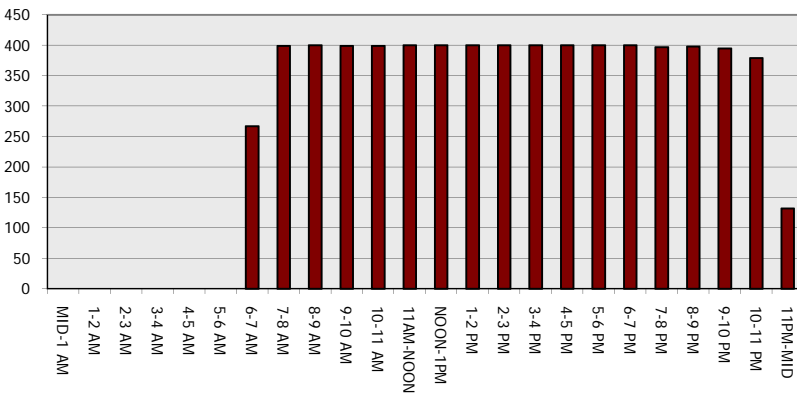
**Main Route - Traffic Demand (Vehicles Per Hour)**



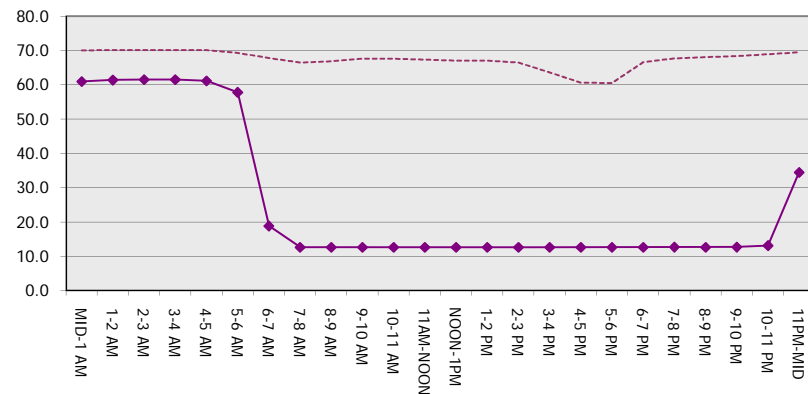
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<b>IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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	344	0.0	1500	344	0	0.51	0	70.2	61.4	44.1	
1-2 AM	249	0.0	1500	249	0	0.50	0	70.2	61.5	44.5	
2-3 AM	209	0.0	1500	209	0	0.50	0	70.2	61.6	44.6	
3-4 AM	283	0.0	1500	283	0	0.51	0	70.2	61.5	44.3	
4-5 AM	709	0.0	1500	709	0	0.56	0	69.9	60.5	42.7	
5-6 AM	2215	0.0	1499	2128	87	5.86+	206	68.0	26.3	30.8	
6-7 AM	4932	0.0	1500	1285	3647	15.01+	391	57.1	13.0	35.3	
7-8 AM	5796	0.0	1500	1500	4296	15.12+	400	51.2	12.5	30.8	
8-9 AM	4715	0.0	1500	1500	3215	15.74+	400	58.6	12.5	30.8	
9-10 AM	3676	0.0	1500	1500	2176	16.20+	400	65.8	12.5	30.8	
10-11 AM	3512	0.0	1500	1500	2012	16.24+	400	66.4	12.5	30.8	
11AM-NOON	3701	0.0	1500	1500	2201	16.19+	400	65.6	12.5	30.8	
NOON-1PM	3595	0.0	1500	1500	2095	16.23+	400	66.3	12.5	30.8	
1-2 PM	3500	0.0	1500	1500	2000	16.24+	400	66.4	12.5	30.8	
2-3 PM	3721	0.0	1500	1500	2221	16.18+	400	65.5	12.5	30.8	
3-4 PM	4220	0.0	1500	1500	2720	15.97+	399	62.0	12.5	30.8	
4-5 PM	4618	0.0	1500	1500	3118	15.79+	400	59.3	12.5	30.8	
5-6 PM	4423	0.0	1500	1500	2923	15.88+	400	60.6	12.5	30.8	
6-7 PM	3231	0.0	1500	1500	1731	16.26+	400	66.7	12.5	30.8	
7-8 PM	2292	0.0	1500	1500	792	16.32+	400	67.9	12.5	30.8	
8-9 PM	1959	0.0	1500	1500	459	16.35+	400	68.3	12.5	30.8	
9-10 PM	1586	0.0	1500	1468	118	16.23+	396	68.7	12.7	30.8	
10-11 PM	1083	0.0	1499	1083	0	6.37	201	69.4	25.2	35.6	
11PM-MID	723	0.0	1500	723	0	0.56	0	69.9	60.5	42.7	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0436
MAIN ROUTE WITH WORKS	0.0178
'DIVERSION'	0.0554

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$211,098
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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**AUGUST**

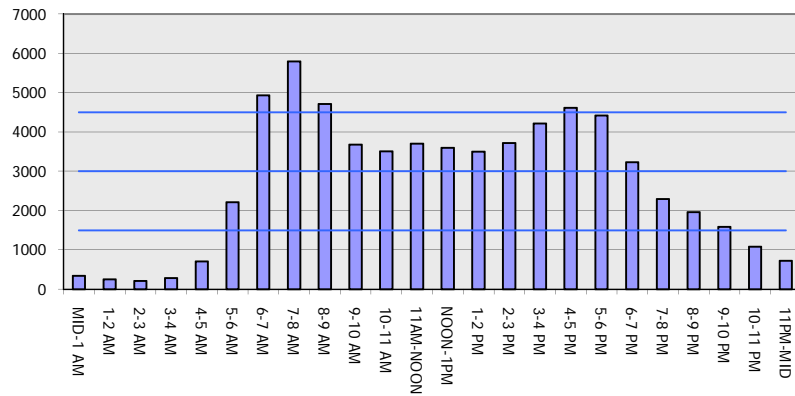
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

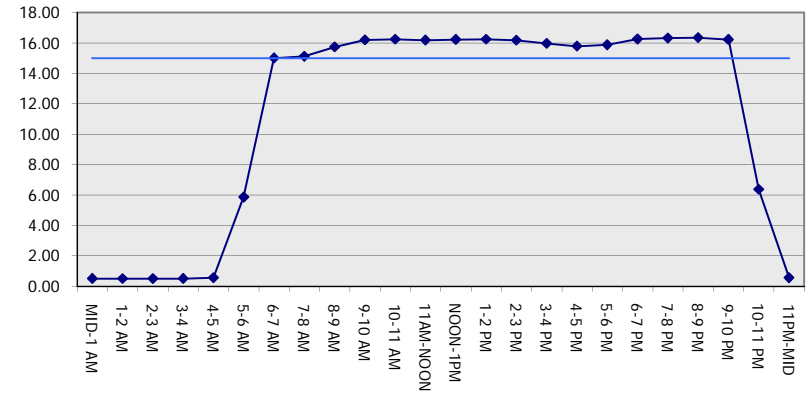
**MON-THUR**

**EASTBOUND DIRECTION**

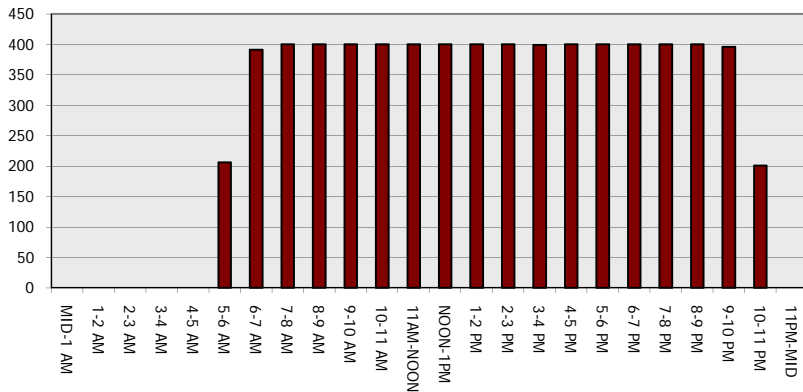
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

