

<b>IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	554	0.0	1500	554	0	0.68	5	70.0	58.9	43.3	
1-2 AM	344	0.0	1500	344	0	0.51	0	70.2	61.4	44.1	
2-3 AM	285	0.0	1500	285	0	0.51	0	70.2	61.5	44.3	
3-4 AM	286	0.0	1500	286	0	0.51	0	70.2	61.5	44.3	
4-5 AM	492	0.0	1500	492	0	0.53	0	70.1	61.0	43.5	
5-6 AM	1171	0.0	1499	1171	0	0.79	0	69.3	56.9	37.0	
6-7 AM	2688	0.0	1499	1913	774	11.78+	303	67.4	16.2	30.8	
7-8 AM	4058	0.0	1500	1500	2558	16.04+	400	63.2	12.5	30.8	
8-9 AM	3844	0.0	1500	1500	2344	16.13+	400	64.6	12.5	30.8	
9-10 AM	3138	0.0	1500	1500	1638	16.27+	400	66.8	12.5	30.8	
10-11 AM	3319	0.0	1500	1500	1819	16.25+	400	66.6	12.5	30.8	
11AM-NOON	3717	0.0	1500	1500	2217	16.19+	400	65.5	12.5	30.8	
NOON-1PM	4123	0.0	1500	1500	2623	16.02+	400	62.7	12.5	30.8	
1-2 PM	4411	0.0	1500	1500	2911	15.89+	400	60.7	12.5	30.8	
2-3 PM	4929	0.0	1500	1500	3429	15.63+	400	57.2	12.5	30.8	
3-4 PM	5815	0.0	1500	1500	4315	15.11+	400	51.1	12.5	30.8	
4-5 PM	6103	0.0	1500	1500	4603	14.91+	400	49.2	12.5	30.8	
5-6 PM	5945	0.0	1500	1500	4445	15.02+	400	50.2	12.5	30.8	
6-7 PM	4554	0.0	1500	1500	3054	15.82+	400	59.7	12.5	30.8	
7-8 PM	2991	0.0	1500	1500	1491	16.28+	400	67.0	12.5	30.8	
8-9 PM	2387	0.0	1500	1500	887	16.32+	400	67.8	12.5	30.8	
9-10 PM	2256	0.0	1500	1500	756	16.33+	400	67.9	12.5	30.8	
10-11 PM	1739	0.0	1500	1497	242	16.35+	399	68.6	12.6	30.8	
11PM-MID	1187	0.0	1499	1187	0	11.17+	290	69.2	17.0	33.0	

+ 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	0.0470
MAIN ROUTE WITH WORKS	0.0182
'DIVERSION'	0.0621
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$234,029
CONGESTED HOURS PER DAY*	18

\*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

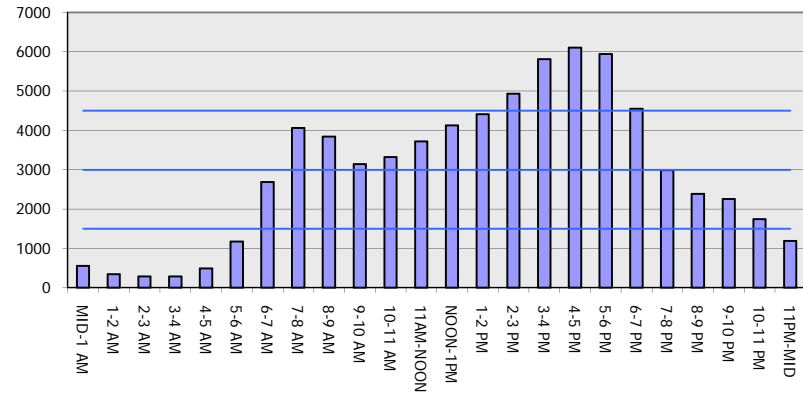
**OCTOBER**

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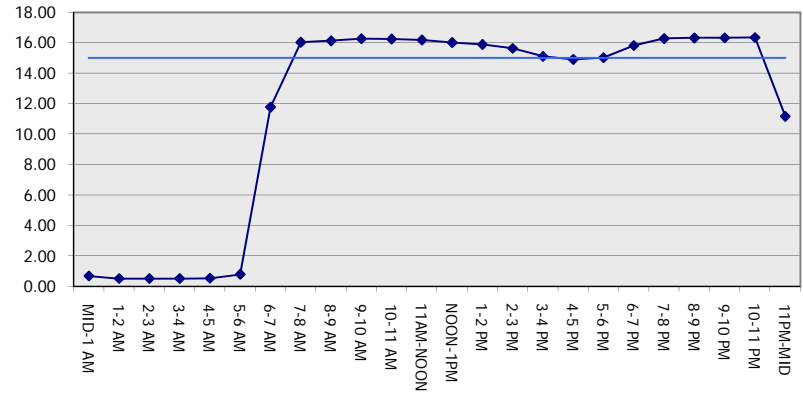
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

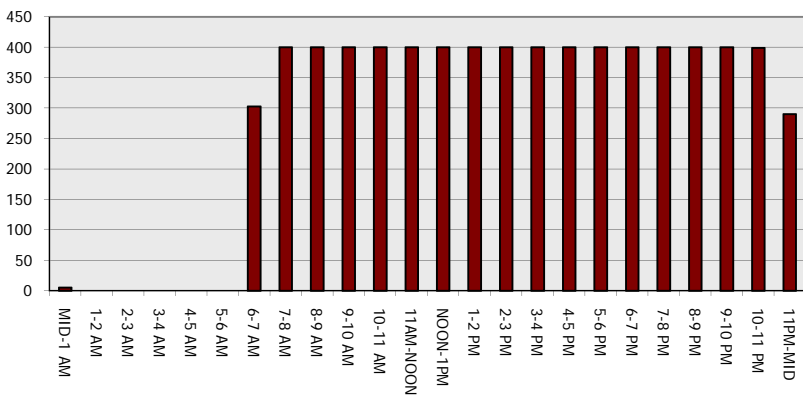
**Main Route - Traffic Demand (Vehicles Per Hour)**



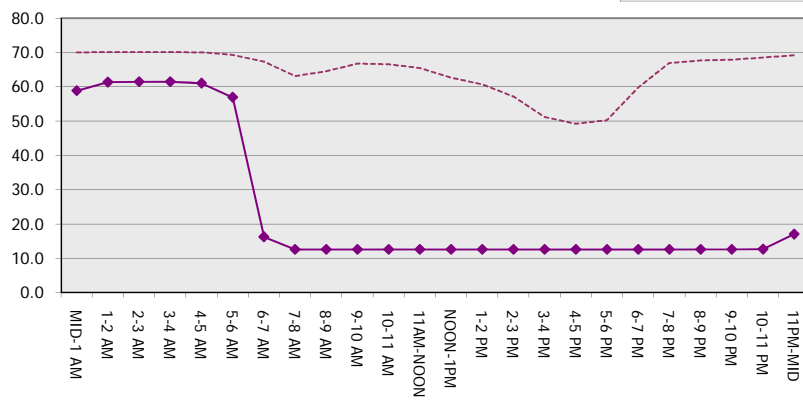
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<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>OCTOBER</b>
	Analyzed for 2009 Construction Season

**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	331	0.0	1500	331	0	0.51	0	70.2	61.4	44.2	
1-2 AM	243	0.0	1500	243	0	0.50	0	70.2	61.5	44.5	
2-3 AM	243	0.0	1500	243	0	0.50	0	70.2	61.5	44.5	
3-4 AM	305	0.0	1500	305	0	0.51	0	70.2	61.4	44.3	
4-5 AM	652	0.0	1500	652	0	0.55	0	69.9	60.7	42.9	
5-6 AM	1994	0.0	1499	1994	0	3.43	124	68.2	35.4	30.9	
6-7 AM	4689	0.0	1500	1500	3189	15.66+	400	58.8	12.6	32.2	
7-8 AM	5403	0.0	1500	1500	3903	15.28+	400	54.0	12.6	32.2	
8-9 AM	4500	0.0	1500	1500	3000	15.76+	400	60.1	12.6	32.2	
9-10 AM	3516	0.0	1500	1500	2016	16.15+	400	66.4	12.6	32.2	
10-11 AM	3354	0.0	1500	1500	1854	16.16+	400	66.6	12.6	32.2	
11AM-NOON	3704	0.0	1500	1500	2204	16.10+	400	65.6	12.6	32.2	
NOON-1PM	3746	0.0	1500	1500	2246	16.09+	400	65.3	12.6	32.2	
1-2 PM	3695	0.0	1500	1500	2195	16.11+	400	65.6	12.6	32.2	
2-3 PM	4001	0.0	1500	1500	2501	15.98+	400	63.5	12.6	32.2	
3-4 PM	4665	0.0	1500	1500	3165	15.68+	400	59.0	12.6	32.2	
4-5 PM	4896	0.0	1500	1500	3396	15.56+	400	57.4	12.6	32.2	
5-6 PM	4681	0.0	1500	1500	3181	15.67+	400	58.9	12.6	32.2	
6-7 PM	3725	0.0	1500	1500	2225	16.10+	400	65.4	12.6	32.2	
7-8 PM	2492	0.0	1500	1429	1063	15.99+	394	67.6	12.8	32.2	
8-9 PM	1906	0.0	1499	1500	406	16.35+	399	68.4	12.5	30.8	
9-10 PM	1751	0.0	1500	1483	268	16.29+	398	68.6	12.6	30.8	
10-11 PM	1410	0.0	1499	1385	25	15.12+	369	69.0	13.4	30.8	
11PM-MID	992	0.0	1499	992	0	3.15	111	69.5	37.1	37.8	

+ 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	0.0447
MAIN ROUTE WITH WORKS	0.0181
'DIVERSION'	0.0570

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$222,868
CONGESTED HOURS PER DAY*	17

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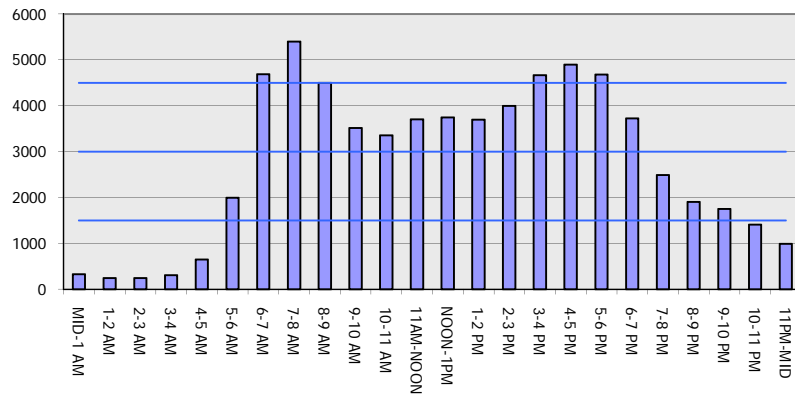
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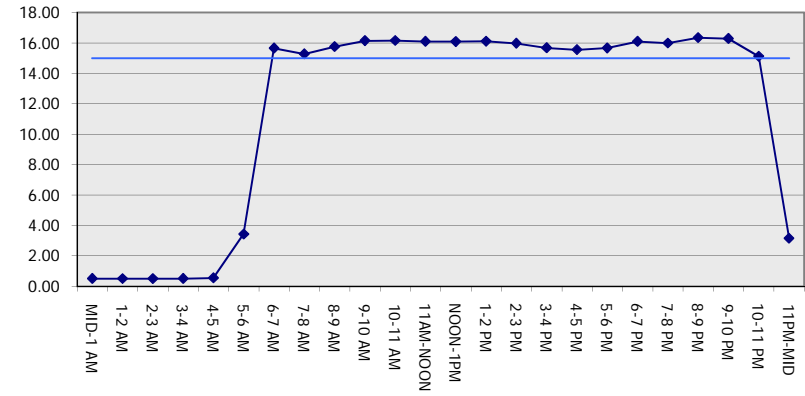
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

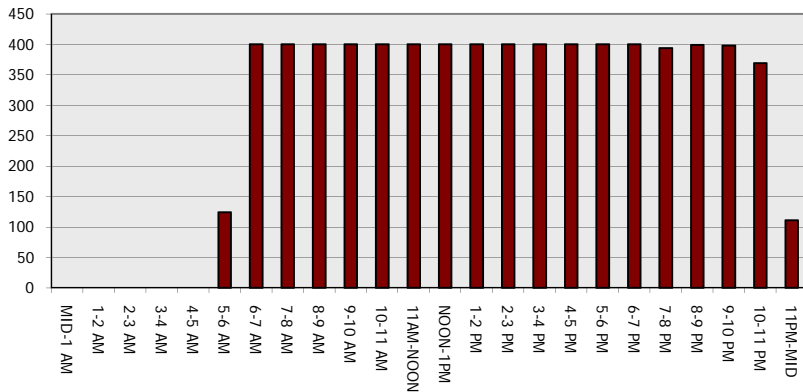
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

