

<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**

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	762	0.0	1500	762	0	0.74	6	69.8	57.9	42.5	
1-2 AM	460	0.0	1500	460	0	0.53	0	70.2	61.2	43.7	
2-3 AM	380	0.0	1500	380	0	0.52	0	70.2	61.3	44.0	
3-4 AM	307	0.0	1500	307	0	0.51	0	70.2	61.4	44.3	
4-5 AM	377	0.0	1500	377	0	0.52	0	70.2	61.3	44.0	
5-6 AM	645	0.0	1500	645	0	0.55	0	69.9	60.7	43.0	
6-7 AM	1240	0.0	1499	1240	0	0.81	0	69.2	56.6	36.5	
7-8 AM	2498	0.0	1499	1861	637	11.03+	290	67.6	17.1	30.8	
8-9 AM	3444	0.0	1500	1500	1944	16.24+	399	66.4	12.5	30.8	
9-10 AM	3059	0.0	1500	1500	1559	16.27+	400	66.9	12.5	30.8	
10-11 AM	3248	0.0	1500	1500	1748	16.26+	399	66.7	12.5	30.8	
11AM-NOON	3483	0.0	1500	1500	1983	16.24+	399	66.4	12.5	30.8	
NOON-1PM	3725	0.0	1500	1500	2225	16.18+	400	65.4	12.5	30.8	
1-2 PM	3657	0.0	1500	1500	2157	16.21+	400	65.9	12.5	30.8	
2-3 PM	3662	0.0	1499	1500	2162	16.21+	400	65.8	12.5	30.8	
3-4 PM	3787	0.0	1500	1500	2287	16.16+	400	65.0	12.5	30.8	
4-5 PM	3679	0.0	1500	1500	2179	16.20+	400	65.7	12.5	30.8	
5-6 PM	3321	0.0	1500	1500	1821	16.25+	399	66.6	12.5	30.8	
6-7 PM	2814	0.0	1500	1500	1314	16.29+	400	67.3	12.5	30.8	
7-8 PM	2321	0.0	1500	1500	821	16.32+	400	67.9	12.5	30.8	
8-9 PM	1968	0.0	1500	1500	468	16.35+	400	68.3	12.5	30.8	
9-10 PM	1886	0.0	1499	1500	386	16.35+	400	68.4	12.5	30.8	
10-11 PM	1694	0.0	1500	1541	153	16.17+	394	68.6	12.7	30.8	
11PM-MID	1190	0.0	1499	1190	0	10.68	276	69.2	17.6	32.8	

+ 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	0.0358
MAIN ROUTE WITH WORKS	0.0179
'DIVERSION'	0.0369
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$215,146
CONGESTED HOURS PER DAY*	16

\*Delays Exceeding User-Specified Maximum

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

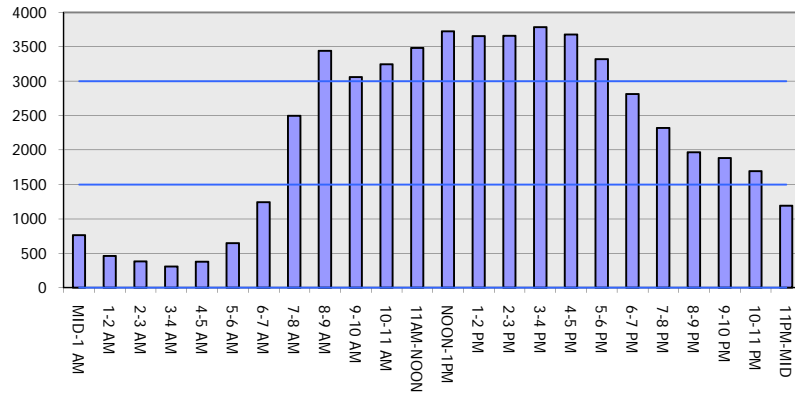
**OCTOBER**

Analyzed for 2009  
Construction Season

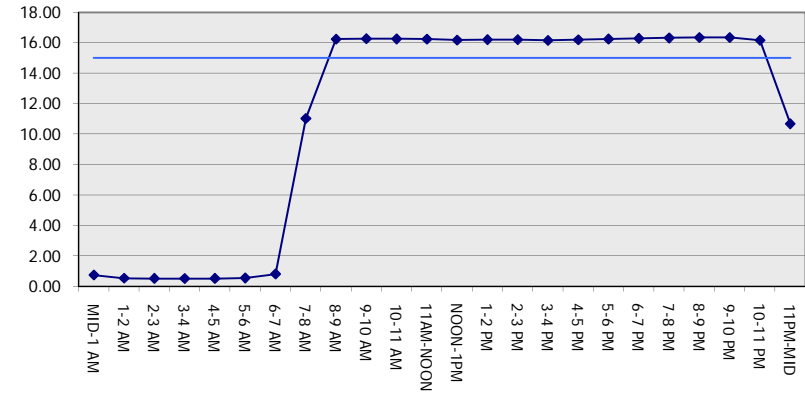
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY WESTBOUND DIRECTION**

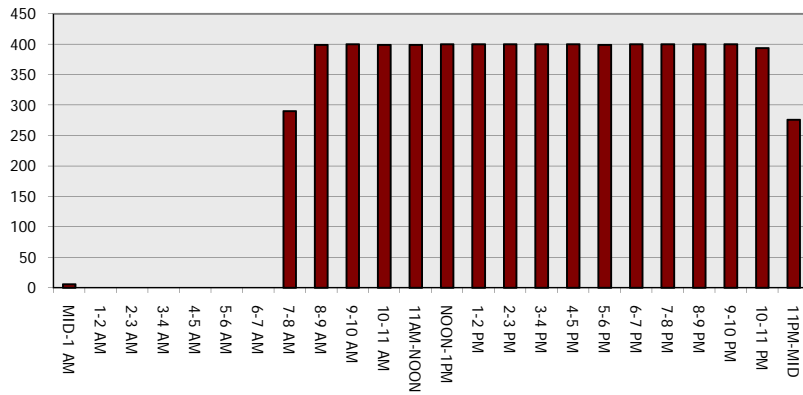
**Main Route - Traffic Demand (Vehicles Per Hour)**



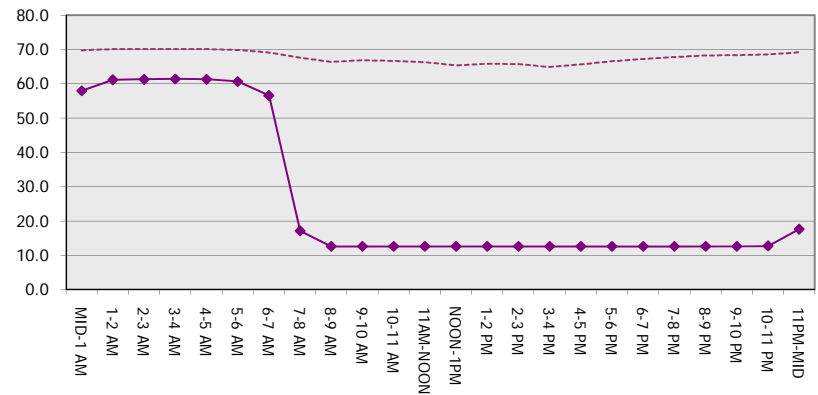
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<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**

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	581	0.0	1500	581	0	0.61	2	70.0	59.9	43.2	
1-2 AM	327	0.0	1500	327	0	0.51	0	70.2	61.4	44.2	
2-3 AM	286	0.0	1500	286	0	0.51	0	70.2	61.5	44.3	
3-4 AM	251	0.0	1500	251	0	0.50	0	70.2	61.5	44.5	
4-5 AM	366	0.0	1500	366	0	0.52	0	70.2	61.4	44.0	
5-6 AM	715	0.0	1500	715	0	0.56	0	69.9	60.5	42.7	
6-7 AM	1082	0.0	1499	1082	0	0.64	0	69.4	58.9	40.1	
7-8 AM	1651	0.0	1499	1651	0	2.23	40	68.7	42.7	31.0	
8-9 AM	2444	0.0	1500	1731	713	14.56+	367	67.7	13.8	33.3	
9-10 AM	2923	0.0	1499	1500	1423	16.28+	399	67.1	12.5	30.8	
10-11 AM	3375	0.0	1500	1500	1875	16.25+	400	66.5	12.5	30.8	
11AM-NOON	3671	0.0	1500	1500	2171	16.20+	400	65.8	12.5	30.8	
NOON-1PM	3647	0.0	1500	1500	2147	16.21+	400	66.0	12.5	30.8	
1-2 PM	3472	0.0	1500	1500	1972	16.24+	400	66.4	12.5	30.8	
2-3 PM	3525	0.0	1500	1500	2025	16.24+	400	66.4	12.5	30.8	
3-4 PM	3859	0.0	1500	1500	2359	16.13+	400	64.5	12.5	30.8	
4-5 PM	4016	0.0	1500	1500	2516	16.06+	400	63.4	12.5	30.8	
5-6 PM	3878	0.0	1500	1500	2378	16.12+	400	64.3	12.5	30.8	
6-7 PM	3504	0.0	1500	1500	2004	16.24+	400	66.4	12.5	30.8	
7-8 PM	2640	0.0	1500	1500	1140	16.30+	400	67.4	12.5	30.8	
8-9 PM	2115	0.0	1500	1500	615	16.34+	400	68.1	12.5	30.8	
9-10 PM	1863	0.0	1500	1500	363	16.35+	400	68.4	12.5	30.8	
10-11 PM	1557	0.0	1500	1486	71	16.08+	392	68.8	12.7	30.8	
11PM-MID	1184	0.0	1499	1184	0	9.55	250	69.2	19.1	33.3	

+ 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	0.0354
MAIN ROUTE WITH WORKS	0.0176
'DIVERSION'	0.0368

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$209,860
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

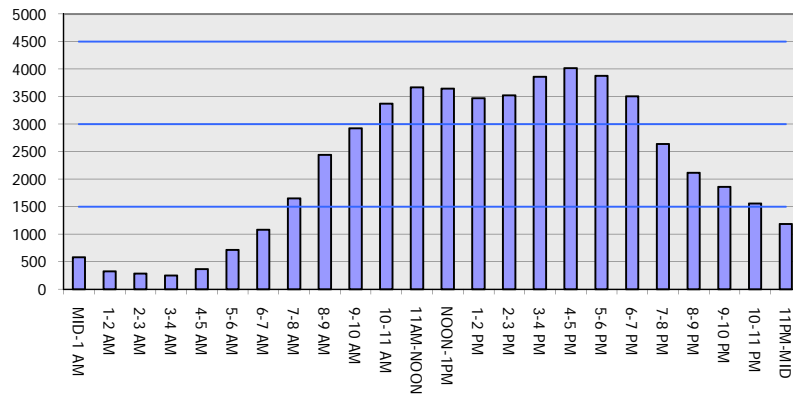
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

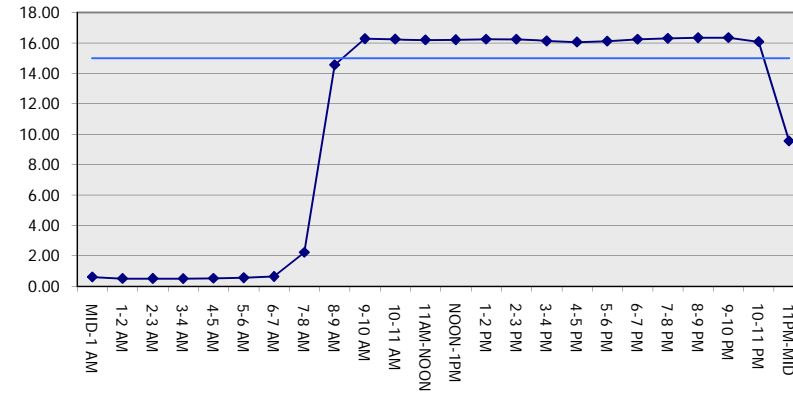
**SATURDAY**

**EASTBOUND DIRECTION**

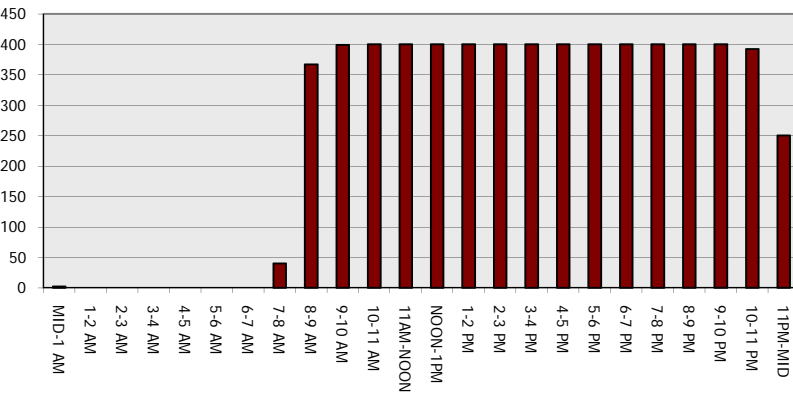
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

