

<b>IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	465	0.0	3000	465	0	0.36	0	70.2	62.4	49.7
1-2 AM	291	0.0	3000	291	0	0.36	0	70.2	62.5	49.7
2-3 AM	286	0.0	3000	286	0	0.36	0	70.2	62.5	49.7
3-4 AM	335	0.0	3000	335	0	0.36	0	70.2	62.5	49.7
4-5 AM	613	0.0	3000	613	0	0.36	0	70.0	62.3	49.7
5-6 AM	1743	0.0	3000	1743	0	0.34	0	68.6	61.5	49.7
6-7 AM	4073	0.0	2999	4073	0	6.48+	438	63.0	21.7	37.3
7-8 AM	4888	0.0	3000	2829	2059	15.56+	851	57.4	12.1	37.8
8-9 AM	4206	0.0	2999	2960	1246	15.85+	848	62.1	12.1	37.3
9-10 AM	2830	0.0	2999	2773	56	14.78+	775	67.2	12.6	37.3
10-11 AM	2686	0.0	3000	2686	0	9.15	474	67.4	16.8	37.3
11AM-NOON	2953	0.0	3000	2953	0	5.77	277	67.1	23.2	37.3
NOON-1PM	3312	0.0	3000	3312	0	7.93	409	66.6	18.6	37.3
1-2 PM	3625	0.0	3000	3277	348	14.81+	782	66.1	12.5	37.3
2-3 PM	3822	0.0	2999	2994	827	15.83+	838	64.8	12.2	37.3
3-4 PM	4045	0.0	2999	2988	1057	15.78+	841	63.2	12.1	37.3
4-5 PM	4570	0.0	2999	3016	1554	15.91+	860	59.6	12.0	37.3
5-6 PM	4184	0.0	3000	2989	1196	15.80+	845	62.3	12.1	37.3
6-7 PM	3334	0.0	3000	2996	338	15.89+	836	66.6	12.2	37.3
7-8 PM	2332	0.0	2999	2332	0	9.95+	563	67.8	16.3	40.6
8-9 PM	1677	0.0	3000	1677	0	0.49	12	68.6	58.9	49.7
9-10 PM	1660	0.0	3000	1660	0	0.34	0	68.7	61.6	49.7
10-11 PM	1318	0.0	3000	1318	0	0.35	0	69.1	61.9	49.7
11PM-MID	824	0.0	3000	824	0	0.35	0	69.7	62.2	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

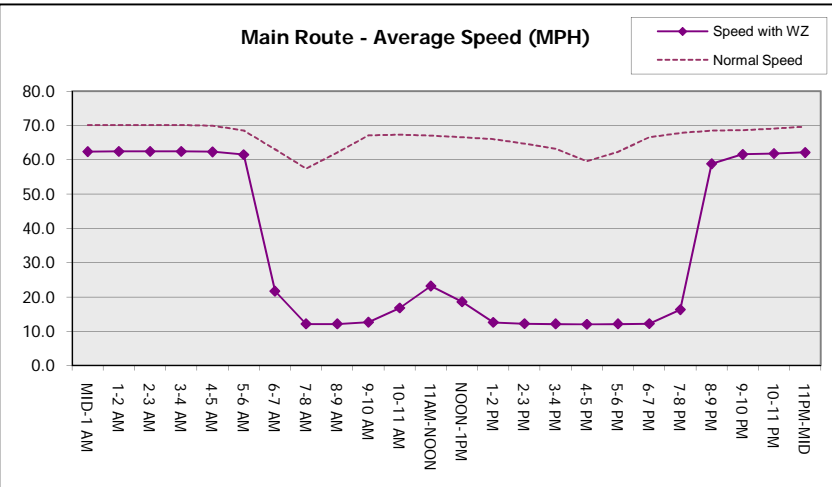
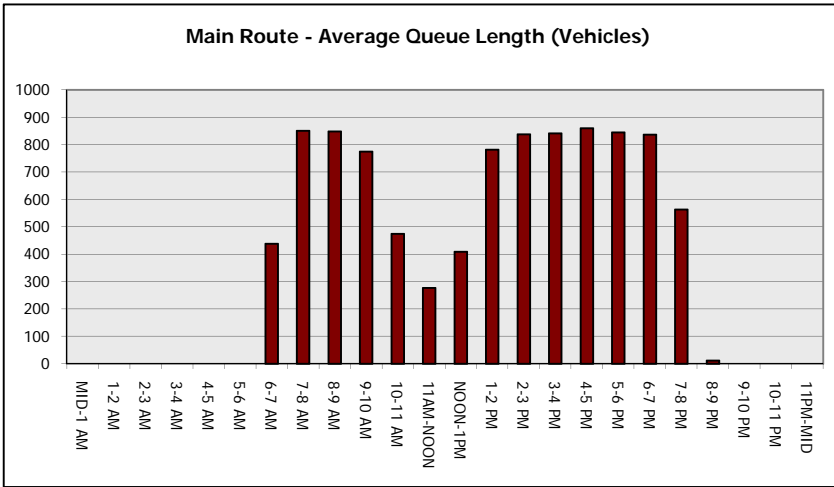
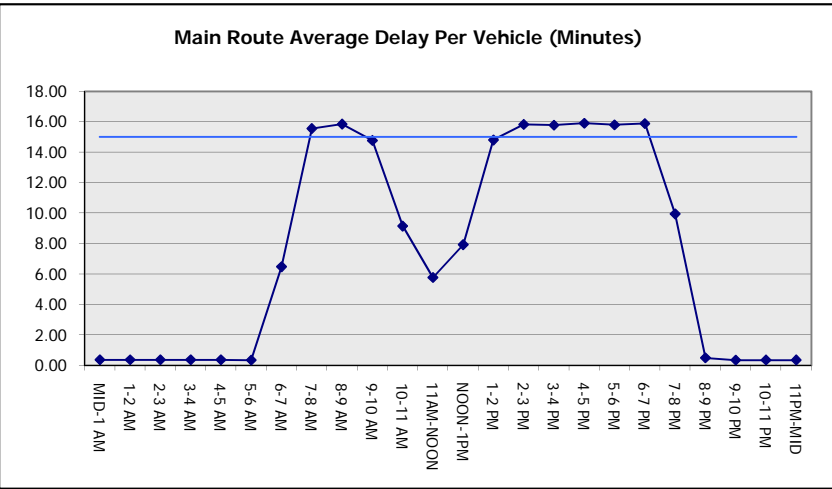
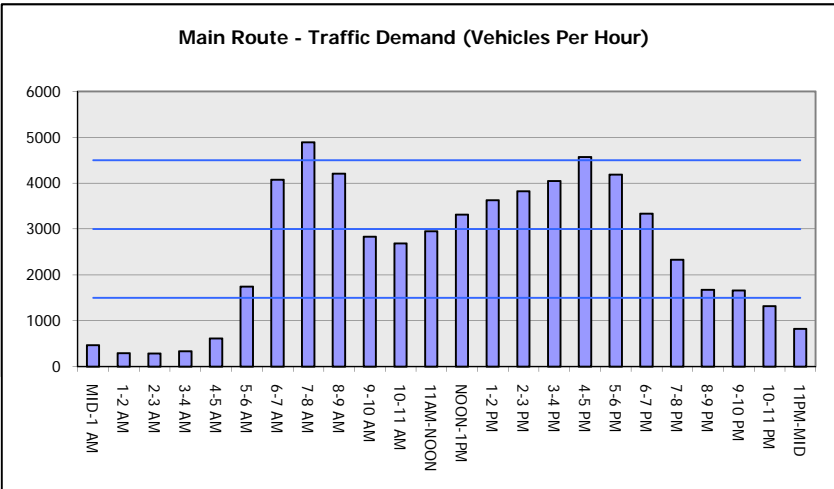
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0325
MAIN ROUTE WITH WORKS	0.0244
'DIVERSION'	0.0109
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$147,631
CONGESTED HOURS PER DAY*	11

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
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**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



<b>IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	443	0.0	3000	443	0	0.36	0	70.2	62.5	49.7
1-2 AM	253	0.0	3000	253	0	0.36	0	70.2	62.5	49.7
2-3 AM	234	0.0	3000	234	0	0.36	0	70.2	62.5	49.7
3-4 AM	271	0.0	3000	271	0	0.36	0	70.2	62.5	49.7
4-5 AM	546	0.0	3000	546	0	0.36	0	70.0	62.4	49.7
5-6 AM	1720	0.0	3000	1720	0	0.34	0	68.6	61.5	49.7
6-7 AM	4629	0.0	2999	3713	916	9.22+	572	59.2	17.0	37.3
7-8 AM	5093	0.0	3000	3076	2017	15.55+	855	56.1	12.0	37.3
8-9 AM	4272	0.0	3000	3047	1225	15.77+	845	61.7	12.1	37.3
9-10 AM	3083	0.0	3000	2953	130	15.69+	824	66.9	12.2	37.3
10-11 AM	2853	0.0	2999	2853	0	13.77+	719	67.2	13.0	37.3
11AM-NOON	2965	0.0	3000	2965	0	11.89	615	67.1	13.9	37.3
NOON-1PM	3154	0.0	3000	3154	0	12.83	669	66.8	13.4	37.3
1-2 PM	3442	0.0	2999	3058	385	15.77+	830	66.4	12.2	37.3
2-3 PM	3601	0.0	3000	3004	597	15.89+	837	66.3	12.2	37.3
3-4 PM	3767	0.0	3000	3003	764	15.84+	838	65.1	12.2	37.3
4-5 PM	4246	0.0	3000	3019	1227	15.77+	845	61.9	12.1	37.3
5-6 PM	3939	0.0	3000	2997	941	15.79+	839	64.0	12.2	37.3
6-7 PM	3083	0.0	3000	2938	145	15.68+	824	66.9	12.2	37.3
7-8 PM	2289	0.0	2999	2289	0	7.78	463	67.9	19.2	41.5
8-9 PM	1875	0.0	3000	1875	0	0.37	2	68.4	60.8	49.7
9-10 PM	1796	0.0	3000	1796	0	0.34	0	68.5	61.5	49.7
10-11 PM	1285	0.0	3000	1285	0	0.35	0	69.1	61.9	49.7
11PM-MID	882	0.0	3000	882	0	0.35	0	69.6	62.2	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	0.0323
MAIN ROUTE WITH WORKS	0.0244
'DIVERSION'	0.0105

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$157,927
CONGESTED HOURS PER DAY*	11

\*Delays Exceeding User-Specified Maximum

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

**MON-THUR EASTBOUND DIRECTION**

