

<b>IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	924	0.0	1499	924	0	2.25	81	69.6	39.4	39.6
1-2 AM	509	0.0	1500	509	0	0.53	0	70.1	59.2	43.5
2-3 AM	524	0.0	1500	524	0	0.54	0	70.1	59.2	43.4
3-4 AM	375	0.0	1500	375	0	0.52	0	70.2	59.6	44.0
4-5 AM	424	0.0	1500	424	0	0.52	0	70.2	59.4	43.8
5-6 AM	760	0.0	1500	760	0	0.56	0	69.8	58.6	42.5
6-7 AM	1504	0.0	1499	1504	0	1.69	25	68.9	43.8	33.1
7-8 AM	2380	0.0	1500	1849	532	13.32+	338	67.8	12.5	30.8
8-9 AM	2966	0.0	1500	1500	1466	16.30+	400	67.1	10.6	30.8
9-10 AM	2327	0.0	1500	1500	827	16.33+	400	67.8	10.6	30.8
10-11 AM	2588	0.0	1500	1500	1088	16.32+	400	67.5	10.6	30.8
11AM-NOON	3894	0.0	1500	1500	2394	16.16+	400	64.3	10.6	30.8
NOON-1PM	3934	0.0	1500	1500	2434	16.15+	400	64.0	10.6	30.8
1-2 PM	2996	0.0	1500	1500	1496	16.29+	400	67.0	10.6	30.8
2-3 PM	1762	0.0	1499	1461	301	16.21+	396	68.6	10.6	30.8
3-4 PM	2508	0.0	1500	1500	1008	16.32+	400	67.6	10.6	30.8
4-5 PM	3909	0.0	1500	1500	2409	16.16+	400	64.1	10.6	30.8
5-6 PM	3301	0.0	1500	1500	1801	16.28+	400	66.6	10.6	30.8
6-7 PM	2650	0.0	1500	1500	1150	16.31+	400	67.4	10.6	30.8
7-8 PM	1494	0.0	1500	1410	84	15.72+	383	68.9	10.9	30.8
8-9 PM	1255	0.0	1499	1255	0	6.54	160	69.2	21.5	32.3
9-10 PM	2772	0.0	1500	1642	1130	14.11+	371	67.3	11.9	35.6
10-11 PM	2034	0.0	1499	1669	365	15.12+	373	68.2	11.2	30.9
11PM-MID	1388	0.0	1499	1388	0	15.01+	367	69.0	11.4	30.8

+ 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

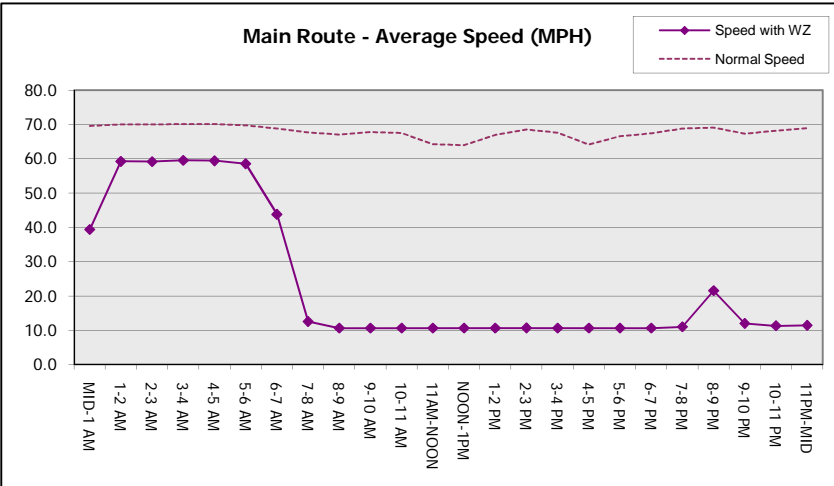
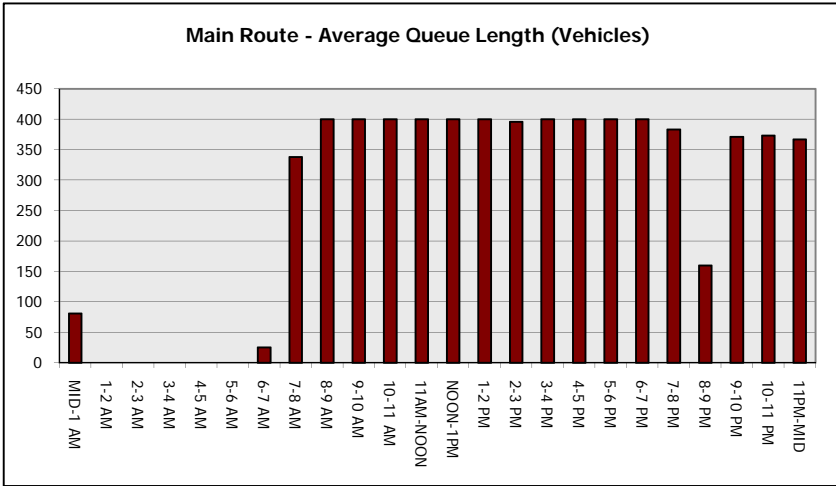
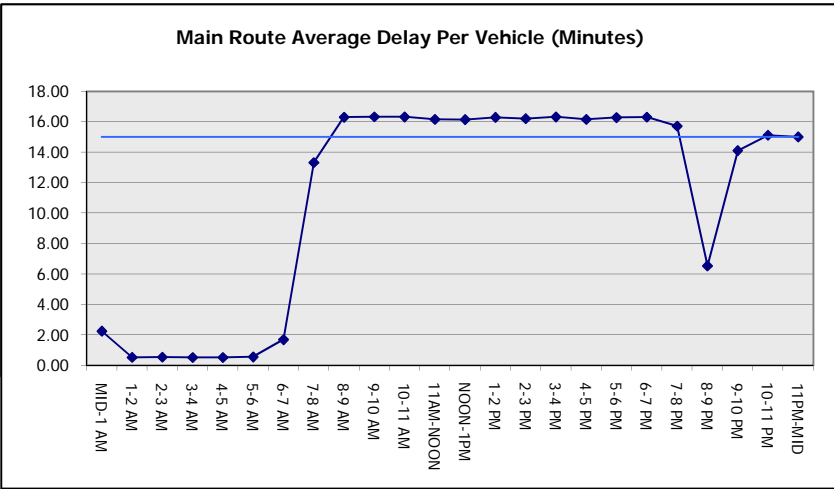
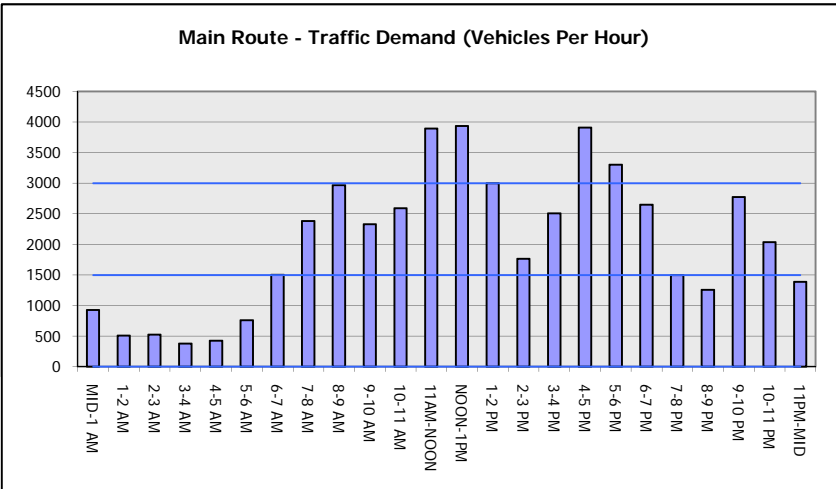
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0266
MAIN ROUTE WITH WORKS	0.0146
'DIVERSION'	0.0232
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$189,260
CONGESTED HOURS PER DAY*	16

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
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**MAY**  
Analyzed for 2009  
Construction Season

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



<b>IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
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**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	936	0.0	1499	936	0	2.64	100	69.6	36.6	38.8
1-2 AM	374	0.0	1500	374	0	0.52	0	70.2	59.6	44.0
2-3 AM	336	0.0	1500	336	0	0.51	0	70.2	59.6	44.2
3-4 AM	274	0.0	1500	274	0	0.51	0	70.2	59.7	44.4
4-5 AM	307	0.0	1500	307	0	0.51	0	70.2	58.9	43.0
5-6 AM	645	0.0	1500	645	0	0.55	0	69.9	55.6	38.3
6-7 AM	1177	0.0	1499	1177	0	0.72	0	69.2	29.0	30.8
7-8 AM	1771	0.0	1499	1771	0	4.05	100	68.6	10.8	30.8
8-9 AM	2295	0.0	1499	1616	679	15.89+	389	67.9	10.6	30.8
9-10 AM	1910	0.0	1500	1500	410	16.35+	400	68.4	10.6	30.8
10-11 AM	2285	0.0	1500	1500	785	16.33+	400	67.9	10.6	30.8
11AM-NOON	3562	0.0	1500	1500	2062	16.26+	400	66.3	10.6	30.8
NOON-1PM	3686	0.0	1500	1500	2186	16.23+	400	65.7	10.6	30.8
1-2 PM	2895	0.0	1500	1500	1395	16.30+	400	67.1	10.6	30.8
2-3 PM	1955	0.0	1500	1500	455	16.35+	400	68.3	10.6	30.8
3-4 PM	2793	0.0	1500	1500	1293	16.31+	400	67.3	10.6	30.8
4-5 PM	4341	0.0	1500	1500	2841	16.01+	400	61.2	10.6	30.8
5-6 PM	3917	0.0	1500	1500	2417	16.16+	400	64.1	10.6	30.8
6-7 PM	2988	0.0	1500	1500	1488	16.30+	400	67.0	10.6	30.8
7-8 PM	1788	0.0	1500	1502	285	16.35+	399	68.5	10.6	30.8
8-9 PM	1368	0.0	1499	1368	0	12.52	302	69.1	13.2	30.8
9-10 PM	2478	0.0	1499	1629	849	15.85+	388	67.6	10.8	30.8
10-11 PM	1943	0.0	1500	1500	443	16.35+	400	68.3	10.6	30.8
11PM-MID	1422	0.0	1500	1413	10	15.29+	373	69.0	11.2	30.8

+ 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	0.0257
MAIN ROUTE WITH WORKS	0.0142
'DIVERSION'	0.0220

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$185,450
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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

