

<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**

SUNDAY 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	840	0.0	1500	840	0	0.57	0	69.7	58.3	42.2	
1-2 AM	565	0.0	1500	565	0	0.54	0	70.0	59.1	43.3	
2-3 AM	536	0.0	1500	536	0	0.54	0	70.0	59.2	43.3	
3-4 AM	295	0.0	1500	295	0	0.51	0	70.2	59.7	44.3	
4-5 AM	250	0.0	1500	250	0	0.50	0	70.2	59.8	44.5	
5-6 AM	411	0.0	1500	411	0	0.52	0	70.2	59.5	43.8	
6-7 AM	754	0.0	1500	754	0	0.56	0	69.8	58.6	42.5	
7-8 AM	1193	0.0	1499	1193	0	0.71	0	69.2	55.8	38.5	
8-9 AM	1583	0.0	1499	1583	0	1.90	29	68.7	41.9	31.5	
9-10 AM	2398	0.0	1500	1863	536	13.90+	351	67.8	12.0	31.4	
10-11 AM	2698	0.0	1499	1500	1198	16.30+	399	67.4	10.6	31.0	
11AM-NOON	2741	0.0	1500	1500	1241	16.29+	400	67.3	10.6	31.0	
NOON-1PM	3191	0.0	1500	1500	1691	16.27+	400	66.8	10.6	31.0	
1-2 PM	3491	0.0	1500	1500	1991	16.25+	400	66.4	10.6	31.0	
2-3 PM	3232	0.0	1500	1500	1732	16.27+	400	66.7	10.6	31.0	
3-4 PM	3439	0.0	1500	1500	1939	16.25+	400	66.4	10.6	31.0	
4-5 PM	3470	0.0	1500	1500	1970	16.25+	400	66.4	10.6	31.0	
5-6 PM	3334	0.0	1500	1500	1834	16.26+	400	66.6	10.6	31.0	
6-7 PM	2590	0.0	1500	1500	1090	16.30+	400	67.5	10.6	31.0	
7-8 PM	1933	0.0	1499	1442	491	16.14+	394	68.3	10.7	30.9	
8-9 PM	1579	0.0	1499	1455	124	16.17+	394	68.7	10.6	30.8	
9-10 PM	1105	0.0	1499	1105	0	6.44	198	69.4	21.7	34.9	
10-11 PM	961	0.0	1500	961	0	0.58	0	69.6	58.0	41.8	
11PM-MID	583	0.0	1500	583	0	0.54	0	70.0	59.0	43.2	

+ 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

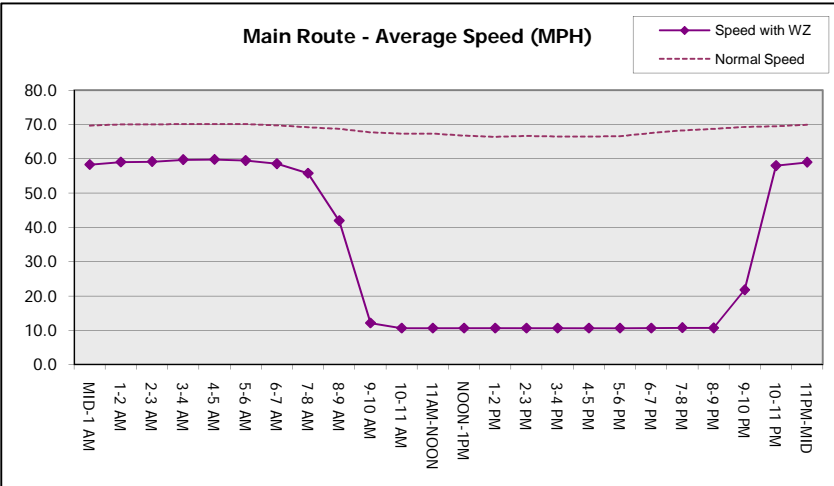
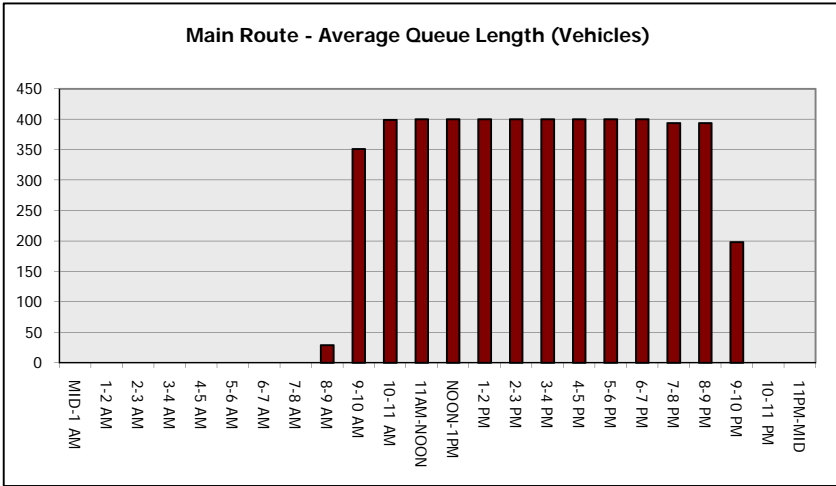
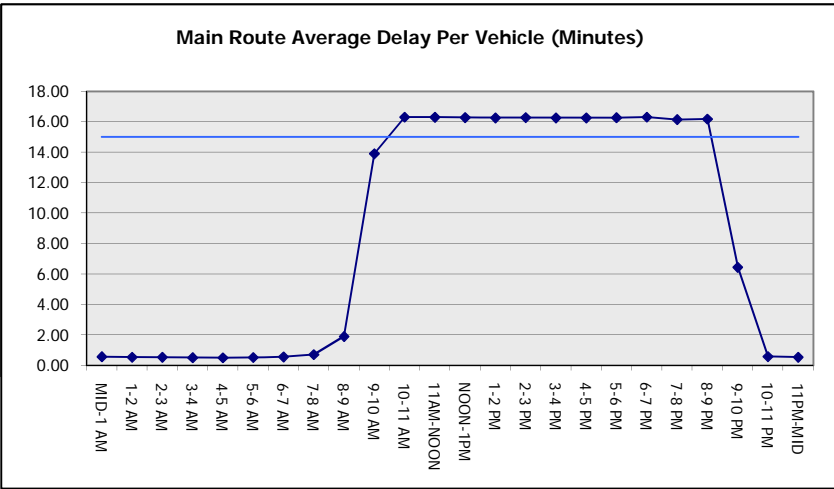
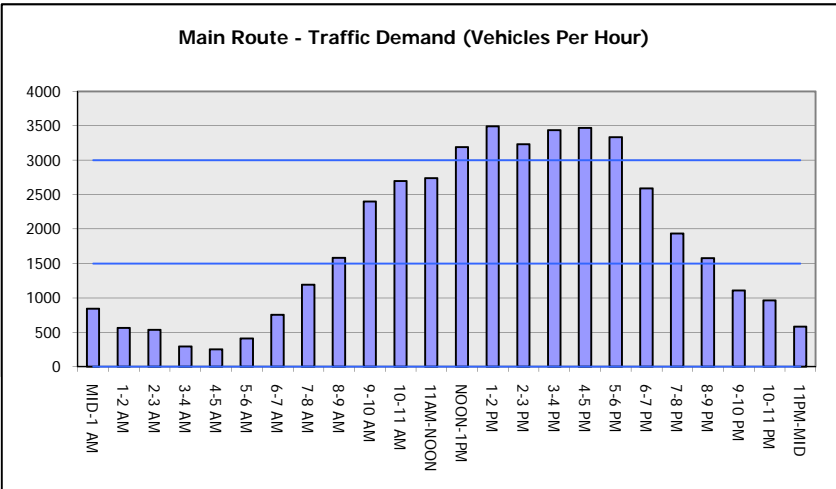
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0234
MAIN ROUTE WITH WORKS	0.0130
'DIVERSION'	0.0198
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$157,064
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
Analyzed for 2009  
Construction Season

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



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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY 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	756	0.0	1500	756	0	0.56	0	69.8	58.6	42.5
1-2 AM	446	0.0	1500	446	0	0.53	0	70.2	59.4	43.7
2-3 AM	322	0.0	1500	322	0	0.51	0	70.2	59.7	44.2
3-4 AM	211	0.0	1500	211	0	0.50	0	70.2	59.9	44.6
4-5 AM	225	0.0	1500	225	0	0.50	0	70.2	59.9	44.6
5-6 AM	323	0.0	1500	323	0	0.51	0	70.2	59.7	44.2
6-7 AM	629	0.0	1500	629	0	0.55	0	69.9	58.9	43.0
7-8 AM	914	0.0	1499	914	0	0.58	0	69.6	58.1	42.0
8-9 AM	1408	0.0	1499	1408	0	1.19	8	69.0	49.1	33.8
9-10 AM	2179	0.0	1500	1805	374	10.27+	278	68.0	15.3	30.8
10-11 AM	2617	0.0	1499	1500	1117	16.32+	399	67.5	10.6	30.8
11AM-NOON	3056	0.0	1500	1500	1556	16.29+	400	66.9	10.6	30.8
NOON-1PM	3212	0.0	1500	1500	1712	16.28+	400	66.8	10.6	30.8
1-2 PM	3460	0.0	1500	1500	1960	16.27+	400	66.4	10.6	30.8
2-3 PM	3232	0.0	1500	1500	1732	16.28+	400	66.7	10.6	30.8
3-4 PM	3383	0.0	1500	1500	1883	16.27+	400	66.5	10.6	30.8
4-5 PM	2947	0.0	1500	1500	1447	16.30+	400	67.1	10.6	30.8
5-6 PM	3261	0.0	1500	1500	1761	16.28+	400	66.7	10.6	30.8
6-7 PM	3193	0.0	1500	1500	1693	16.28+	400	66.8	10.6	30.8
7-8 PM	2447	0.0	1500	1500	947	16.33+	400	67.7	10.6	30.8
8-9 PM	2021	0.0	1500	1537	484	16.19+	395	68.2	10.6	30.8
9-10 PM	1368	0.0	1500	1368	0	13.84	337	69.1	12.1	30.8
10-11 PM	1099	0.0	1499	1099	0	2.75	90	69.4	35.8	37.3
11PM-MID	621	0.0	1500	621	0	0.55	0	70.0	58.9	43.0

+ 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	0.0234
MAIN ROUTE WITH WORKS	0.0127
'DIVERSION'	0.0209

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$162,790
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

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

