

<b>IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</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	139	0.0	*****	139	0	1.15	44	70.2	50.2	44.6	
1-2 AM	24	0.0	1500	24	0	0.48	0	70.2	60.3	45.4	
2-3 AM	151	0.0	1500	151	0	0.49	0	70.2	60.1	44.9	
3-4 AM	23	0.0	1500	23	0	0.47	0	70.2	60.3	45.4	
4-5 AM	70	0.0	1500	70	0	0.48	0	70.2	60.2	45.2	
5-6 AM	138	0.0	1500	138	0	0.49	0	70.2	60.1	45.0	
6-7 AM	199	0.0	1500	199	0	0.50	0	70.2	59.9	44.7	
7-8 AM	141	0.0	1500	141	0	0.49	0	70.2	60.1	44.9	
8-9 AM	3023	0.0	1499	1806	1217	13.81+	345	67.0	12.1	35.3	
9-10 AM	2201	0.0	1499	1580	620	15.96+	391	68.0	10.7	31.5	
10-11 AM	1418	0.0	1500	1418	0	14.44	350	69.0	11.7	30.8	
11AM-NOON	2046	0.0	1499	1552	493	16.14+	394	68.2	10.7	30.8	
NOON-1PM	141	0.0	1500	141	0	1.15	44	70.2	50.2	44.6	
1-2 PM	2630	0.0	1499	1785	845	9.68+	271	67.4	16.0	32.5	
2-3 PM	4624	0.0	1500	1500	3124	15.71+	400	59.2	10.6	34.2	
3-4 PM	5015	0.0	1500	1500	3515	15.54+	400	56.6	10.6	34.2	
4-5 PM	4861	0.0	1500	1500	3361	15.61+	400	57.6	10.6	34.2	
5-6 PM	5089	0.0	1500	1500	3589	15.51+	400	56.1	10.6	34.2	
6-7 PM	3850	0.0	1500	1500	2350	15.99+	400	64.6	10.6	34.2	
7-8 PM	3066	0.0	1500	1500	1566	16.10+	400	66.9	10.6	34.2	
8-9 PM	2801	0.0	1500	1500	1301	16.11+	400	67.3	10.6	34.2	
9-10 PM	2426	0.0	1500	1540	886	16.15+	396	67.7	10.6	31.2	
10-11 PM	2147	0.0	1500	1531	616	16.19+	396	68.1	10.6	31.1	
11PM-MID	1701	0.0	1499	1475	226	15.21+	371	68.6	11.2	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	0.0259
MAIN ROUTE WITH WORKS	0.0115
'DIVERSION'	0.0297
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	#VALUE!
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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

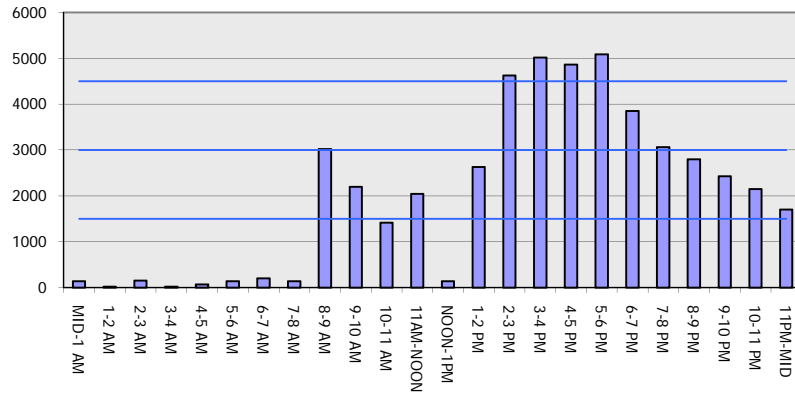
**AUGUST**

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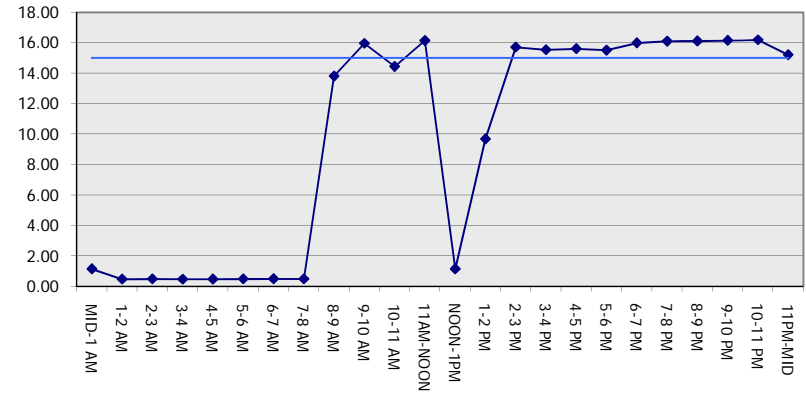
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

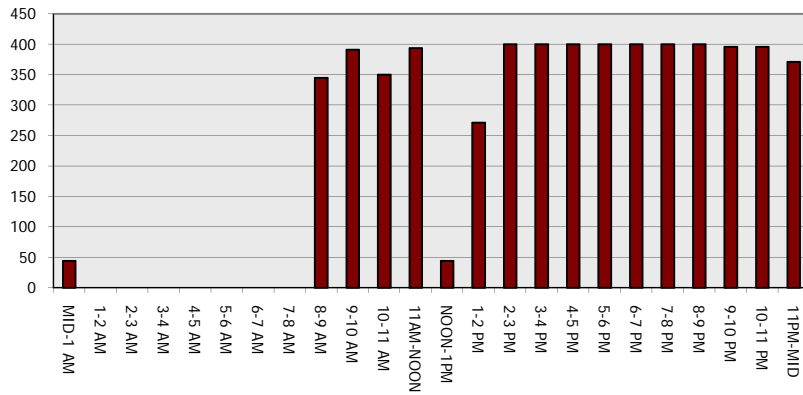
**Main Route - Traffic Demand (Vehicles Per Hour)**



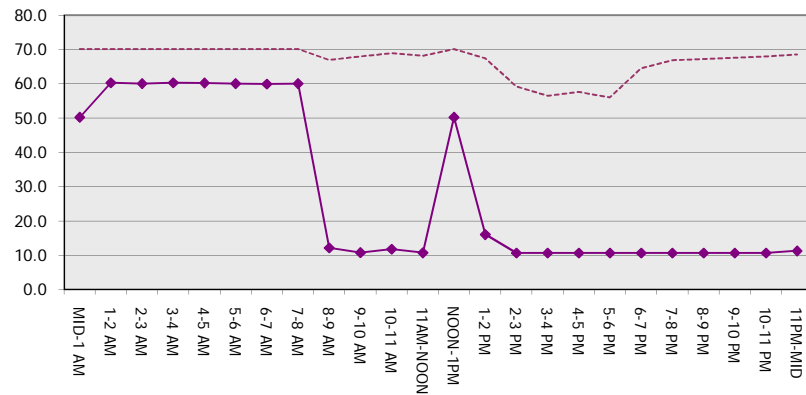
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<b>IH 94: 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>AUGUST</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	83	0.0	750	83	0	0.91	25	70.2	53.5	45.0
1-2 AM	24	0.0	1500	24	0	0.48	0	70.2	60.3	45.4
2-3 AM	95	0.0	1500	95	0	0.48	0	70.2	60.2	45.1
3-4 AM	14	0.0	1500	14	0	0.47	0	70.2	60.4	45.5
4-5 AM	70	0.0	1500	70	0	0.48	0	70.2	60.2	45.2
5-6 AM	91	0.0	1500	91	0	0.48	0	70.2	60.2	45.1
6-7 AM	229	0.0	1500	229	0	0.50	0	70.2	59.9	44.6
7-8 AM	122	0.0	1500	122	0	0.49	0	70.2	60.1	45.0
8-9 AM	2960	0.0	1499	1869	1091	13.60+	338	67.1	12.2	35.0
9-10 AM	2185	0.0	1499	1500	685	16.34+	399	68.0	10.6	30.8
10-11 AM	1369	0.0	1500	1369	0	12.78	308	69.1	13.0	30.8
11AM-NOON	2009	0.0	1500	1674	335	15.38+	378	68.2	11.1	30.8
NOON-1PM	109	0.0	1500	109	0	1.32	60	70.2	48.3	44.6
1-2 PM	2181	0.0	1499	2181	0	4.76+	195	68.0	26.3	30.8
2-3 PM	4737	0.0	1500	1071	3666	14.85+	390	58.5	11.1	38.9
3-4 PM	5125	0.0	1500	1500	3625	15.38+	400	55.8	10.7	36.9
4-5 PM	4914	0.0	1500	1500	3414	15.47+	400	57.3	10.7	36.9
5-6 PM	4785	0.0	1500	1500	3285	15.52+	400	58.2	10.7	36.9
6-7 PM	3850	0.0	1500	1500	2350	15.87+	400	64.6	10.7	36.9
7-8 PM	3177	0.0	1500	1539	1638	15.94+	396	66.8	10.7	35.0
8-9 PM	2720	0.0	1499	1500	1220	16.14+	399	67.4	10.6	33.8
9-10 PM	2494	0.0	1500	1529	965	16.13+	397	67.6	10.6	32.2
10-11 PM	2003	0.0	1500	1545	458	16.16+	395	68.2	10.6	30.8
11PM-MID	1514	0.0	1500	1398	116	14.59+	357	68.9	11.6	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	0.0253
MAIN ROUTE WITH WORKS	0.0114
'DIVERSION'	0.0286

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	#VALUE!
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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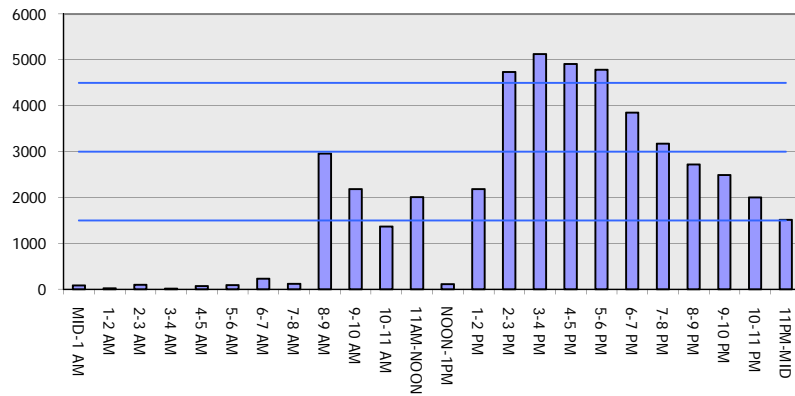
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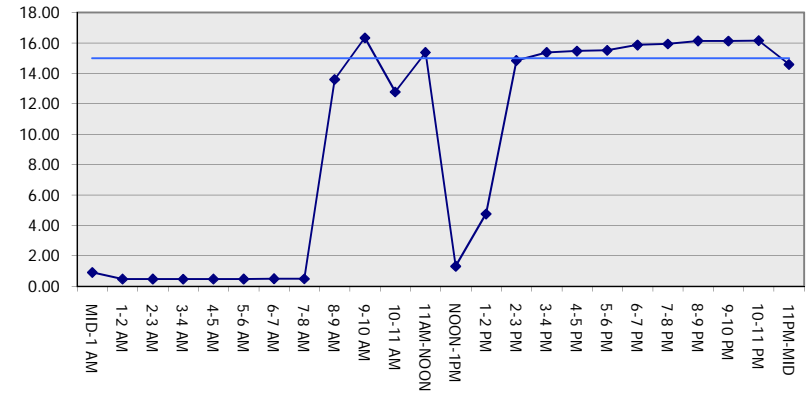
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**FRIDAY EASTBOUND DIRECTION**

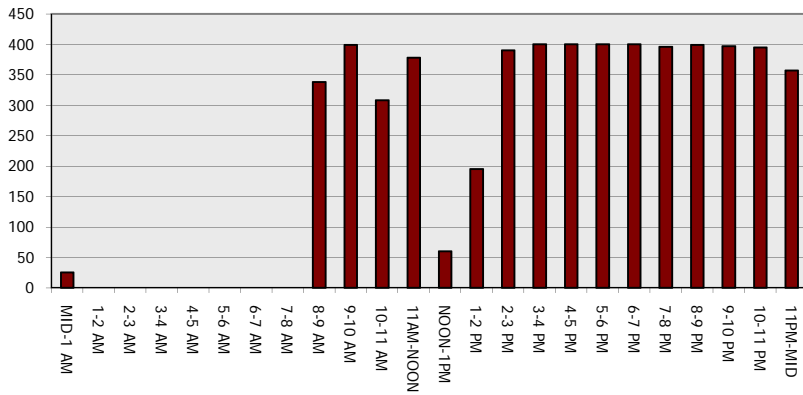
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

