

<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**

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	699	0.0	1500	699	0	0.55	0	69.9	58.7	42.8	
1-2 AM	630	0.0	1500	630	0	0.55	0	69.9	58.9	43.0	
2-3 AM	579	0.0	1500	579	0	0.54	0	70.0	59.1	43.2	
3-4 AM	419	0.0	1500	419	0	0.52	0	70.2	59.4	43.8	
4-5 AM	501	0.0	1500	501	0	0.53	0	70.1	59.2	43.5	
5-6 AM	621	0.0	1500	621	0	0.55	0	70.0	58.9	43.0	
6-7 AM	969	0.0	1500	969	0	0.58	0	69.6	58.0	41.8	
7-8 AM	1064	0.0	1499	1064	0	0.66	0	69.4	56.8	39.9	
8-9 AM	2257	0.0	1499	1822	435	10.36+	280	67.9	15.3	31.2	
9-10 AM	1968	0.0	1500	1551	417	16.13+	394	68.3	10.7	30.8	
10-11 AM	2108	0.0	1500	1500	608	16.34+	400	68.1	10.6	30.8	
11AM-NOON	3381	0.0	1500	1500	1881	16.27+	400	66.5	10.6	30.8	
NOON-1PM	4064	0.0	1500	1500	2564	16.11+	400	63.1	10.6	30.8	
1-2 PM	3299	0.0	1500	1500	1799	16.28+	400	66.6	10.6	30.8	
2-3 PM	2356	0.0	1500	1500	856	16.33+	400	67.8	10.6	30.8	
3-4 PM	4194	0.0	1500	1500	2694	16.06+	400	62.2	10.6	30.8	
4-5 PM	3816	0.0	1500	1500	2316	16.19+	400	64.8	10.6	30.8	
5-6 PM	3421	0.0	1500	1500	1921	16.27+	400	66.5	10.6	30.8	
6-7 PM	2946	0.0	1500	1500	1446	16.30+	400	67.1	10.6	30.8	
7-8 PM	2465	0.0	1500	1500	965	16.32+	400	67.7	10.6	30.8	
8-9 PM	2245	0.0	1500	1500	745	16.34+	400	67.9	10.6	30.8	
9-10 PM	2868	0.0	1500	1500	1368	16.30+	400	67.2	10.6	30.8	
10-11 PM	2017	0.0	1500	1500	517	16.35+	400	68.2	10.6	30.8	
11PM-MID	901	0.0	1499	901	0	3.53	148	69.6	31.5	37.9	

+ 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	0.0269
MAIN ROUTE WITH WORKS	0.0139
'DIVERSION'	0.0257
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$192,507
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

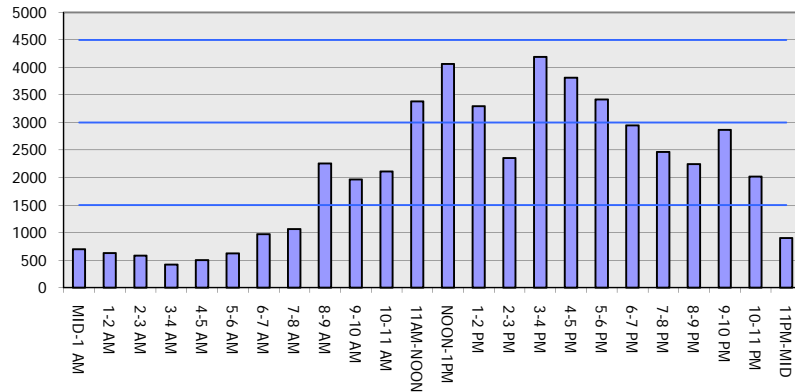
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CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**

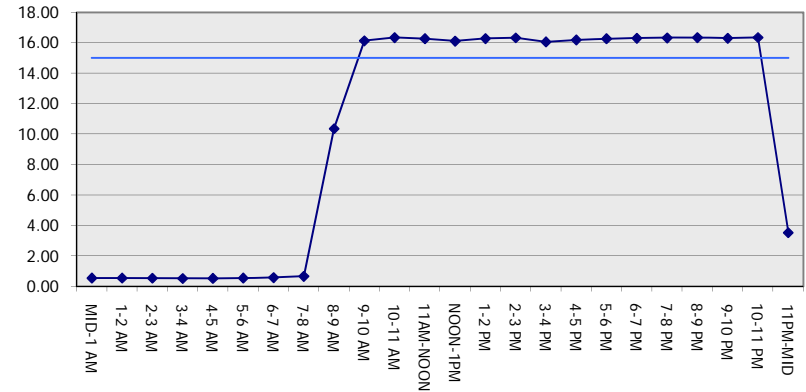
Analyzed for 2009  
Construction Season

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

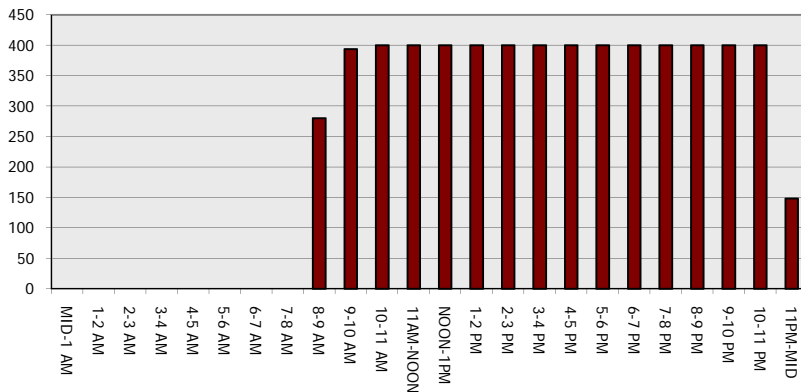
**Main Route - Traffic Demand (Vehicles Per Hour)**



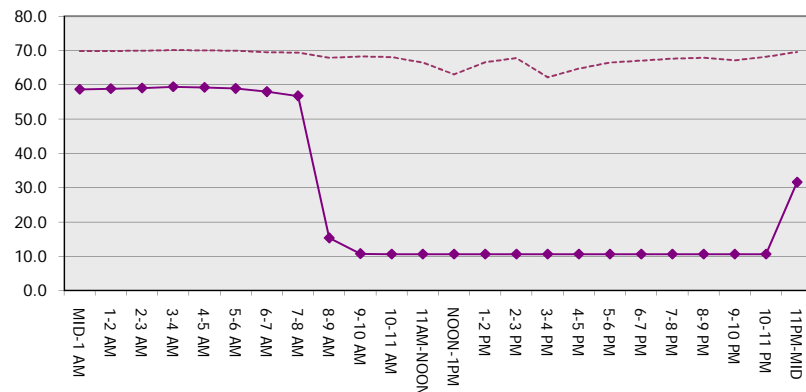
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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	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	488	0.0	1500	488	0	0.53	0	70.1	59.3	43.5	
1-2 AM	447	0.0	1500	447	0	0.53	0	70.2	59.4	43.7	
2-3 AM	320	0.0	1500	320	0	0.51	0	70.2	59.7	44.2	
3-4 AM	279	0.0	1500	279	0	0.51	0	70.2	59.7	44.3	
4-5 AM	444	0.0	1500	444	0	0.53	0	70.2	59.4	43.7	
5-6 AM	557	0.0	1500	557	0	0.54	0	70.0	59.1	43.3	
6-7 AM	774	0.0	1500	774	0	0.56	0	69.8	58.5	42.5	
7-8 AM	840	0.0	1500	840	0	0.57	0	69.7	58.3	42.2	
8-9 AM	1984	0.0	1499	1984	0	7.28	210	68.2	19.9	30.8	
9-10 AM	1839	0.0	1499	1390	449	15.93+	390	68.4	10.8	31.1	
10-11 AM	2074	0.0	1500	1500	574	16.35+	400	68.2	10.6	30.8	
11AM-NOON	3684	0.0	1499	1500	2184	16.23+	400	65.7	10.6	30.8	
NOON-1PM	4118	0.0	1500	1500	2618	16.09+	400	62.7	10.6	30.8	
1-2 PM	3414	0.0	1500	1500	1914	16.27+	400	66.5	10.6	30.8	
2-3 PM	2477	0.0	1500	1500	977	16.32+	400	67.6	10.6	30.8	
3-4 PM	4316	0.0	1500	1500	2816	16.01+	400	61.4	10.6	30.8	
4-5 PM	4218	0.0	1500	1500	2718	16.05+	400	62.0	10.6	30.8	
5-6 PM	3824	0.0	1500	1500	2324	16.19+	400	64.7	10.6	30.8	
6-7 PM	3355	0.0	1500	1500	1855	16.27+	400	66.6	10.6	30.8	
7-8 PM	2818	0.0	1500	1500	1318	16.30+	400	67.3	10.6	30.8	
8-9 PM	2504	0.0	1500	1500	1004	16.32+	400	67.6	10.6	30.8	
9-10 PM	2593	0.0	1500	1500	1093	16.32+	400	67.5	10.6	30.8	
10-11 PM	1859	0.0	1500	1524	335	16.24+	396	68.4	10.6	30.8	
11PM-MID	606	0.0	1499	606	0	2.34	109	70.0	38.8	42.1	

+ 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	0.0270
MAIN ROUTE WITH WORKS	0.0131
'DIVERSION'	0.0278

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$197,454
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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**AUGUST**

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

