

<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**

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	884	0.0	1500	884	0	0.57	0	69.6	58.2	42.1	
1-2 AM	600	0.0	1500	600	0	0.54	0	70.0	59.0	43.2	
2-3 AM	260	0.0	1500	260	0	0.50	0	70.2	59.8	44.5	
3-4 AM	194	0.0	1500	194	0	0.50	0	70.2	59.9	44.7	
4-5 AM	106	0.0	1500	106	0	0.49	0	70.2	60.1	45.1	
5-6 AM	174	0.0	1500	174	0	0.49	0	70.2	60.0	44.8	
6-7 AM	279	0.0	1500	279	0	0.51	0	70.2	59.7	44.3	
7-8 AM	773	0.0	1500	773	0	0.56	0	69.8	58.5	42.5	
8-9 AM	852	0.0	1500	852	0	0.57	0	69.7	58.3	42.2	
9-10 AM	1820	0.0	1499	1820	0	4.42	117	68.5	27.6	30.8	
10-11 AM	2218	0.0	1499	1526	693	16.23+	397	68.0	10.6	30.8	
11AM-NOON	2503	0.0	1500	1500	1003	16.32+	400	67.6	10.6	30.8	
NOON-1PM	3413	0.0	1500	1500	1913	16.27+	400	66.5	10.6	30.8	
1-2 PM	3578	0.0	1500	1500	2078	16.26+	400	66.3	10.6	30.8	
2-3 PM	3368	0.0	1500	1500	1868	16.27+	400	66.6	10.6	30.8	
3-4 PM	3443	0.0	1500	1500	1943	16.27+	400	66.4	10.6	30.8	
4-5 PM	3491	0.0	1500	1500	1991	16.27+	400	66.4	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	2989	0.0	1500	1500	1489	16.30+	400	67.0	10.6	30.8	
7-8 PM	2158	0.0	1499	1500	658	16.34+	400	68.1	10.6	30.8	
8-9 PM	1585	0.0	1500	1539	46	15.97+	389	68.7	10.7	30.8	
9-10 PM	1266	0.0	1499	1266	0	11.41	282	69.2	14.2	31.1	
10-11 PM	1120	0.0	1500	1120	0	1.68	39	69.4	44.2	38.0	
11PM-MID	537	0.0	1500	537	0	0.54	0	70.0	59.1	43.3	

+ 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	0.0221
MAIN ROUTE WITH WORKS	0.0121
'DIVERSION'	0.0194
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$153,035
CONGESTED HOURS PER DAY*	11

\*Delays Exceeding User-Specified Maximum

**IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)  
CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

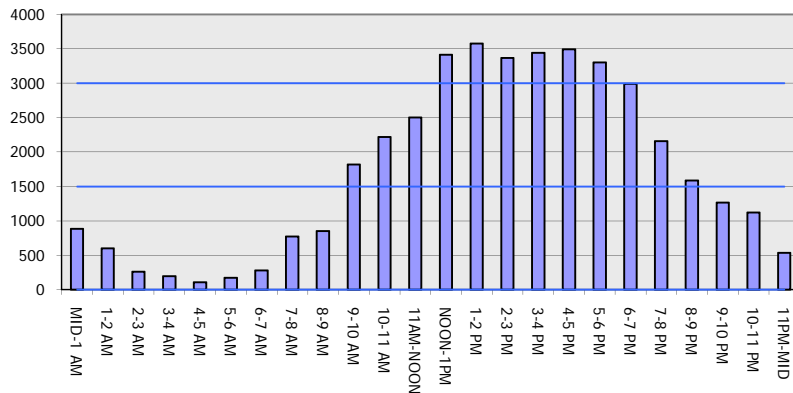
**AUGUST**

Analyzed for 2009  
Construction Season

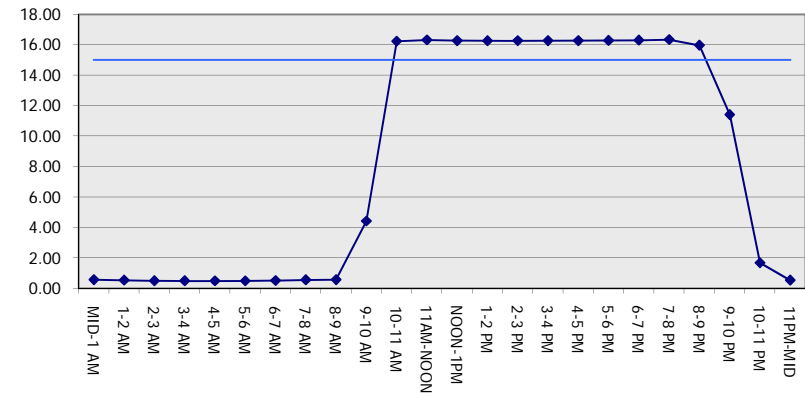
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY WESTBOUND DIRECTION**

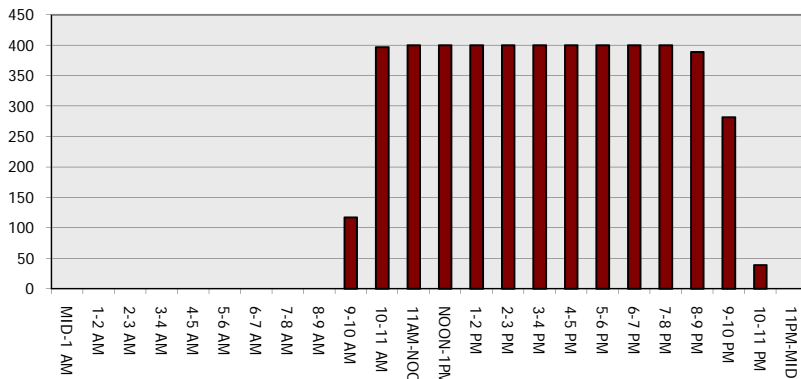
**Main Route - Traffic Demand (Vehicles Per Hour)**



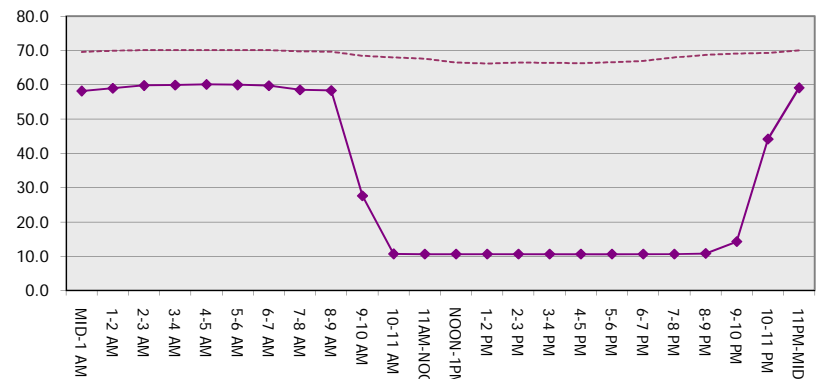
**Main Route Average Delay Per Vehicle (Minutes)**



**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**

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	609	0.0	1500	609	0	0.54	0	70.0	58.9	43.1
1-2 AM	306	0.0	1500	306	0	0.51	0	70.2	59.7	44.3
2-3 AM	143	0.0	1500	143	0	0.49	0	70.2	60.1	44.9
3-4 AM	132	0.0	1500	132	0	0.49	0	70.2	60.1	45.0
4-5 AM	100	0.0	1500	100	0	0.48	0	70.2	60.1	45.1
5-6 AM	136	0.0	1500	136	0	0.49	0	70.2	60.1	45.0
6-7 AM	252	0.0	1500	252	0	0.50	0	70.2	59.8	44.5
7-8 AM	684	0.0	1500	684	0	0.55	0	69.9	58.7	42.8
8-9 AM	847	0.0	1500	847	0	0.57	0	69.7	58.3	42.2
9-10 AM	1848	0.0	1499	1848	0	4.60	126	68.4	26.9	30.8
10-11 AM	2375	0.0	1499	1500	875	16.33+	399	67.8	10.6	30.8
11AM-NOON	2930	0.0	1500	1500	1430	16.30+	400	67.1	10.6	30.8
NOON-1PM	3583	0.0	1500	1500	2083	16.26+	400	66.3	10.6	30.8
1-2 PM	3660	0.0	1500	1500	2160	16.24+	400	65.8	10.6	30.8
2-3 PM	3506	0.0	1500	1500	2006	16.27+	400	66.4	10.6	30.8
3-4 PM	3479	0.0	1500	1500	1979	16.27+	400	66.4	10.6	30.8
4-5 PM	3708	0.0	1499	1500	2208	16.23+	400	65.5	10.6	30.8
5-6 PM	3567	0.0	1500	1500	2067	16.26+	400	66.3	10.6	30.8
6-7 PM	3388	0.0	1500	1500	1888	16.27+	400	66.5	10.6	30.8
7-8 PM	2541	0.0	1500	1500	1041	16.32+	400	67.6	10.6	30.8
8-9 PM	2059	0.0	1500	1501	558	16.34+	399	68.2	10.6	30.8
9-10 PM	1618	0.0	1500	1552	66	16.13+	393	68.7	10.7	30.8
10-11 PM	1260	0.0	1499	1260	0	12.61+	315	69.2	13.1	31.6
11PM-MID	488	0.0	1500	488	0	0.81	13	70.1	54.8	43.5

+ 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	0.0118
'DIVERSION'	0.0230

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$172,799
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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

