

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                  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	452	0.0	3000	452	0	0.36	0	70.2	62.5	49.7
1-2 AM	269	0.0	3000	269	0	0.36	0	70.2	62.5	49.7
2-3 AM	251	0.0	3000	251	0	0.36	0	70.2	62.5	49.7
3-4 AM	318	0.0	3000	318	0	0.36	0	70.2	62.5	49.7
4-5 AM	655	0.0	3000	655	0	0.36	0	69.9	62.3	49.7
5-6 AM	1849	0.0	2999	1849	0	0.34	0	68.4	61.5	49.7
6-7 AM	3710	0.0	2999	3710	0	4.29	268	65.5	27.6	37.3
7-8 AM	4603	0.0	2999	3103	1500	15.73+	851	59.4	12.0	37.3
8-9 AM	4427	0.0	3000	3034	1394	15.81+	851	60.6	12.0	37.3
9-10 AM	3354	0.0	3000	2998	356	15.89+	837	66.6	12.2	37.3
10-11 AM	3216	0.0	3000	2998	217	15.89+	836	66.8	12.2	37.3
11AM-NOON	3541	0.0	2999	2999	542	15.89+	837	66.3	12.2	37.3
NOON-1PM	3811	0.0	3000	2999	812	15.83+	838	64.8	12.2	37.3
1-2 PM	3943	0.0	3000	3000	943	15.79+	839	63.9	12.2	37.3
2-3 PM	4473	0.0	2999	3015	1459	15.85+	855	60.3	12.0	37.3
3-4 PM	5305	0.0	3000	3000	2305	15.60+	864	54.6	12.0	37.3
4-5 PM	5205	0.0	3000	3000	2205	15.66+	864	55.3	12.0	37.3
5-6 PM	5009	0.0	3000	3000	2009	15.76+	864	56.6	12.0	37.3
6-7 PM	4011	0.0	3000	2994	1017	15.84+	843	63.5	12.1	37.3
7-8 PM	2662	0.0	2999	2662	0	14.05+	740	67.4	12.9	37.3
8-9 PM	2076	0.0	2999	2076	0	1.96	157	68.1	41.2	47.2
9-10 PM	1863	0.0	3000	1863	0	0.34	0	68.4	61.5	49.7
10-11 PM	1351	0.0	3000	1351	0	0.35	0	69.1	61.9	49.7
11PM-MID	931	0.0	3000	931	0	0.35	0	69.6	62.1	49.7

+ 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	0.0364
MAIN ROUTE WITH WORKS	0.0249
'DIVERSION'	0.0185
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$190,189
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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

**OCTOBER**

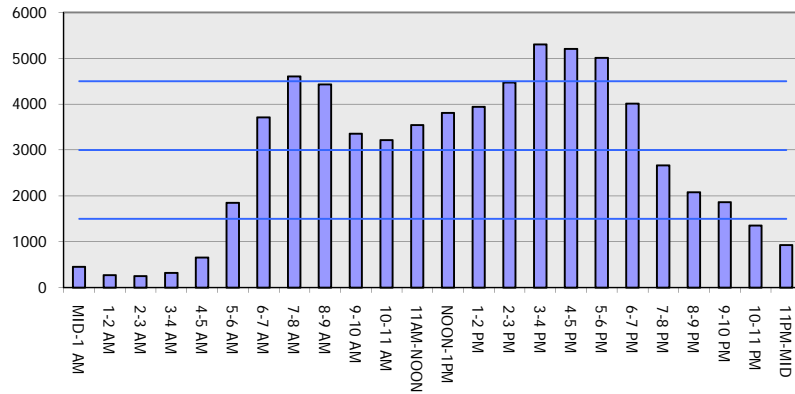
Analyzed for 2009  
Construction Season

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

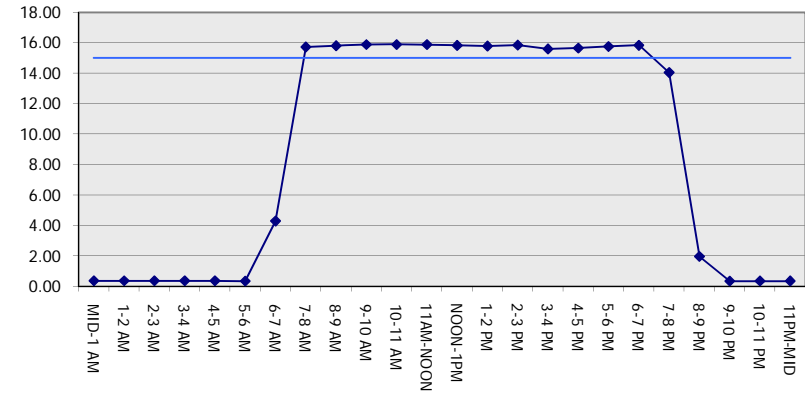
**MON-THUR**

**WESTBOUND DIRECTION**

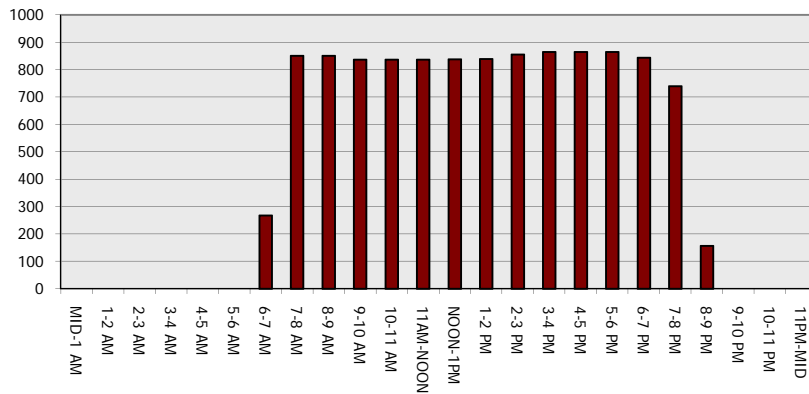
**Main Route - Traffic Demand (Vehicles Per Hour)**



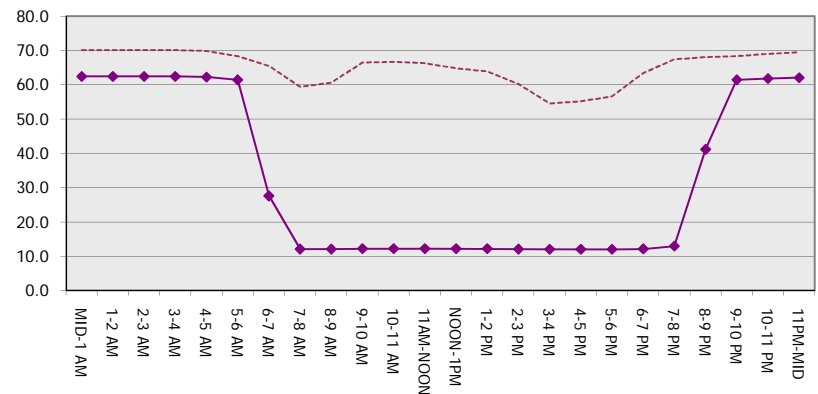
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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	443	0.0	3000	443	0	0.36	0	70.2	62.5	49.7
1-2 AM	279	0.0	3000	279	0	0.36	0	70.2	62.5	49.7
2-3 AM	238	0.0	3000	238	0	0.36	0	70.2	62.5	49.7
3-4 AM	295	0.0	3000	295	0	0.36	0	70.2	62.5	49.7
4-5 AM	565	0.0	3000	565	0	0.36	0	70.0	62.3	49.7
5-6 AM	1898	0.0	2999	1898	0	0.34	0	68.4	61.3	49.4
6-7 AM	4645	0.0	2999	3689	956	9.48+	584	59.1	16.7	38.1
7-8 AM	4942	0.0	3000	3099	1844	15.58+	852	57.1	12.0	37.3
8-9 AM	4649	0.0	3000	3062	1587	15.79+	856	59.1	12.0	37.3
9-10 AM	3932	0.0	3000	2996	937	15.80+	839	64.0	12.2	37.3
10-11 AM	3501	0.0	3000	2998	503	15.89+	837	66.4	12.2	37.3
11AM-NOON	3650	0.0	3000	2999	651	15.88+	838	66.0	12.2	37.3
NOON-1PM	3813	0.0	2999	2999	814	15.83+	838	64.8	12.2	37.3
1-2 PM	3882	0.0	3000	2999	883	15.81+	839	64.3	12.2	37.3
2-3 PM	4449	0.0	2999	3017	1432	15.85+	854	60.5	12.0	37.3
3-4 PM	5083	0.0	3000	3000	2083	15.72+	864	56.1	12.0	37.3
4-5 PM	5073	0.0	3000	3000	2073	15.73+	864	56.2	12.0	37.3
5-6 PM	4809	0.0	3000	3004	1806	15.85+	863	58.0	12.0	37.3
6-7 PM	3571	0.0	3000	2995	577	15.90+	837	66.3	12.2	37.3
7-8 PM	2568	0.0	2999	2568	0	12.86+	680	67.6	13.6	37.3
8-9 PM	2278	0.0	2999	2278	0	1.86	134	67.9	41.9	46.1
9-10 PM	2112	0.0	3000	2112	0	0.33	0	68.1	61.3	49.7
10-11 PM	1491	0.0	3000	1491	0	0.34	0	68.9	61.7	49.7
11PM-MID	970	0.0	3000	970	0	0.35	0	69.6	62.1	49.7

+ 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	0.0374
MAIN ROUTE WITH WORKS	0.0252
'DIVERSION'	0.0202

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$197,189
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

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Construction Season

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

**MON-THUR EASTBOUND DIRECTION**

