

<b>IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE 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	1500	452	0	0.53	0	70.2	59.4	43.7	
1-2 AM	269	0.0	1500	269	0	0.51	0	70.2	59.8	44.4	
2-3 AM	251	0.0	1500	251	0	0.50	0	70.2	59.8	44.5	
3-4 AM	318	0.0	1500	318	0	0.51	0	70.2	59.7	44.2	
4-5 AM	655	0.0	1500	655	0	0.55	0	69.9	58.8	42.9	
5-6 AM	1849	0.0	1499	1849	0	2.91	91	68.4	34.7	31.1	
6-7 AM	3710	0.0	1499	1500	2210	16.23+	399	65.5	10.6	30.8	
7-8 AM	4603	0.0	1500	1500	3103	15.91+	400	59.4	10.6	30.8	
8-9 AM	4427	0.0	1500	1500	2927	15.97+	400	60.6	10.6	30.8	
9-10 AM	3354	0.0	1500	1500	1854	16.27+	400	66.6	10.6	30.8	
10-11 AM	3216	0.0	1499	1500	1716	16.28+	400	66.8	10.6	30.8	
11AM-NOON	3541	0.0	1500	1500	2041	16.26+	400	66.3	10.6	30.8	
NOON-1PM	3811	0.0	1500	1500	2311	16.19+	400	64.8	10.6	30.8	
1-2 PM	3943	0.0	1500	1500	2443	16.15+	400	63.9	10.6	30.8	
2-3 PM	4473	0.0	1500	1500	2973	15.96+	400	60.3	10.6	30.8	
3-4 PM	5305	0.0	1500	1500	3805	15.60+	400	54.6	10.6	30.8	
4-5 PM	5205	0.0	1500	1500	3705	15.65+	400	55.3	10.6	30.8	
5-6 PM	5009	0.0	1500	1500	3509	15.74+	400	56.6	10.6	30.8	
6-7 PM	4011	0.0	1500	1500	2511	16.12+	400	63.5	10.6	30.8	
7-8 PM	2662	0.0	1500	1500	1162	16.31+	400	67.4	10.6	30.8	
8-9 PM	2076	0.0	1500	1500	576	16.35+	400	68.1	10.6	30.8	
9-10 PM	1863	0.0	1500	1503	360	16.34+	399	68.4	10.6	30.8	
10-11 PM	1351	0.0	1500	1351	0	13.25	322	69.1	12.6	30.8	
11PM-MID	931	0.0	1500	931	0	1.76	52	69.6	43.5	40.2	

+ 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	0.0364
MAIN ROUTE WITH WORKS	0.0143
'DIVERSION'	0.0466
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$220,433
CONGESTED HOURS PER DAY*	16

\*Delays Exceeding User-Specified Maximum

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

**OCTOBER**

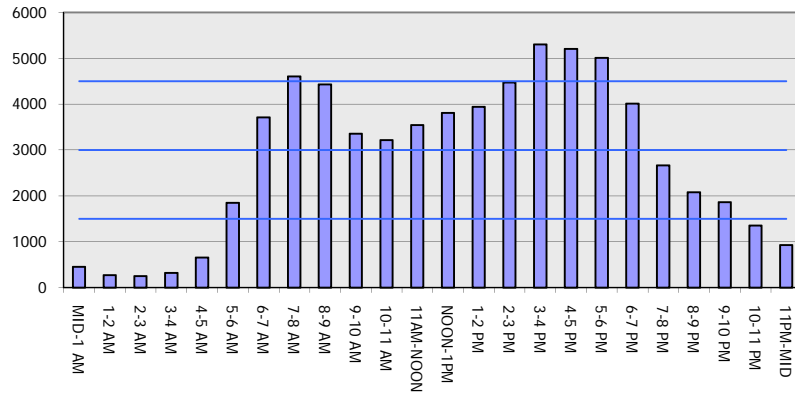
Analyzed for 2009  
Construction Season

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

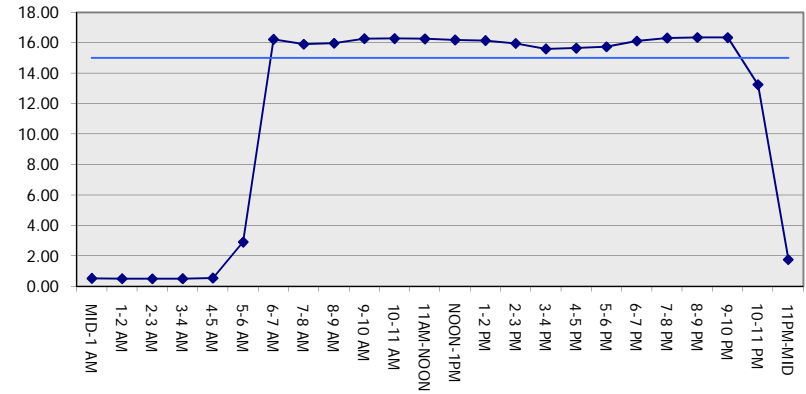
**MON-THUR**

**WESTBOUND DIRECTION**

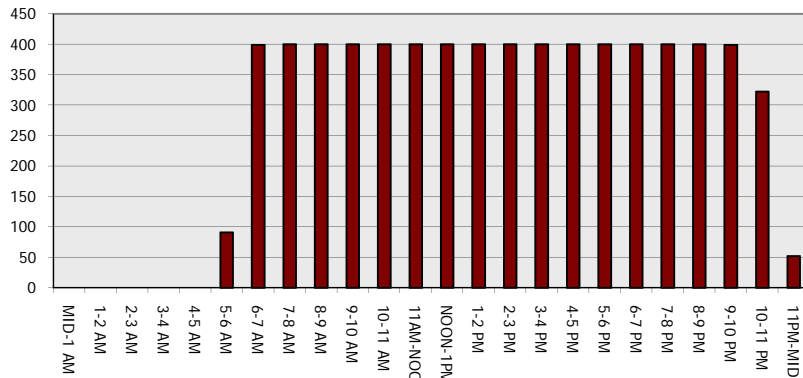
**Main Route - Traffic Demand (Vehicles Per Hour)**



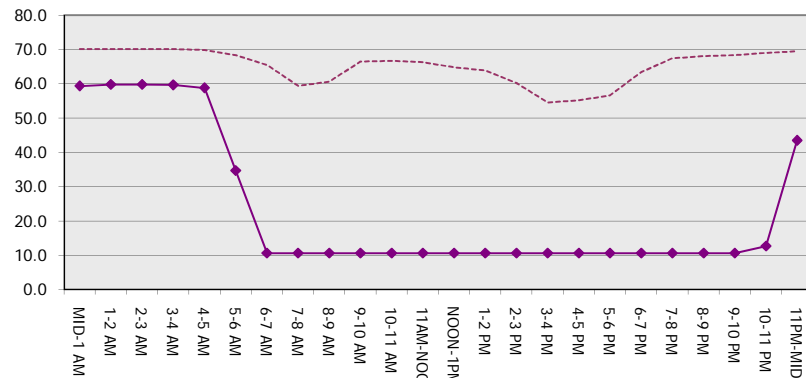
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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	Analyzed for 2009 Construction Season

**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	1500	443	0	0.53	0	70.2	59.4	43.7
1-2 AM	279	0.0	1500	279	0	0.51	0	70.2	59.7	44.3
2-3 AM	238	0.0	1500	238	0	0.50	0	70.2	59.9	44.5
3-4 AM	295	0.0	1500	295	0	0.51	0	70.2	59.7	44.3
4-5 AM	565	0.0	1500	565	0	0.54	0	70.0	59.1	43.3
5-6 AM	1898	0.0	1499	1898	0	3.00	113	68.4	34.1	32.0
6-7 AM	4645	0.0	1499	1500	3145	15.89+	399	59.1	10.6	30.8
7-8 AM	4942	0.0	1500	1500	3442	15.77+	400	57.1	10.6	30.8
8-9 AM	4649	0.0	1500	1500	3149	15.89+	400	59.1	10.6	30.8
9-10 AM	3932	0.0	1500	1500	2432	16.15+	400	64.0	10.6	30.8
10-11 AM	3501	0.0	1500	1500	2001	16.27+	400	66.4	10.6	30.8
11AM-NOON	3650	0.0	1500	1500	2150	16.24+	400	66.0	10.6	30.8
NOON-1PM	3813	0.0	1500	1500	2313	16.19+	400	64.8	10.6	30.8
1-2 PM	3882	0.0	1500	1500	2382	16.17+	400	64.3	10.6	30.8
2-3 PM	4449	0.0	1500	1500	2949	15.97+	400	60.5	10.6	30.8
3-4 PM	5083	0.0	1500	1500	3583	15.70+	400	56.1	10.6	30.8
4-5 PM	5073	0.0	1500	1500	3573	15.71+	400	56.2	10.6	30.8
5-6 PM	4809	0.0	1500	1500	3309	15.82+	400	58.0	10.6	30.8
6-7 PM	3571	0.0	1500	1500	2071	16.26+	400	66.3	10.6	30.8
7-8 PM	2568	0.0	1500	1500	1068	16.32+	400	67.6	10.6	30.8
8-9 PM	2278	0.0	1500	1500	778	16.33+	400	67.9	10.6	30.8
9-10 PM	2112	0.0	1500	1493	619	16.32+	399	68.1	10.6	30.8
10-11 PM	1491	0.0	1499	1357	134	14.94+	364	68.9	11.4	30.8
11PM-MID	970	0.0	1499	970	0	2.90	110	69.6	35.0	38.1

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0374
MAIN ROUTE WITH WORKS	0.0143
'DIVERSION'	0.0490

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$227,655
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

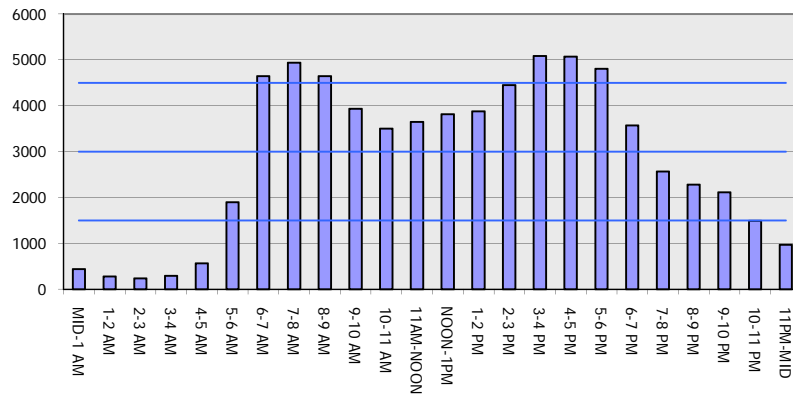
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

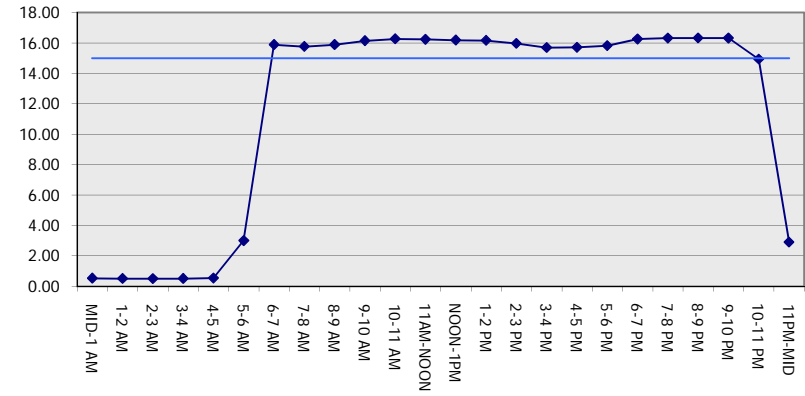
**MON-THUR**

**EASTBOUND DIRECTION**

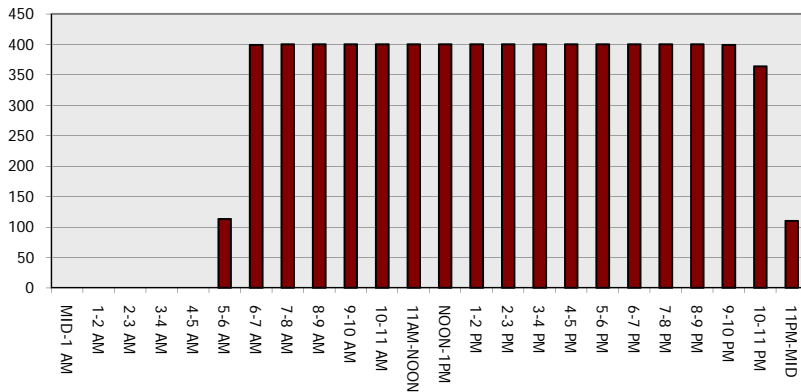
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

