

<b>IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)</b> <b>OFF-PEAK DAY 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**

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	537	0.0	OFF	537	0	0.00	0	70.0	70.0	70.0
1-2 AM	315	0.0	OFF	315	0	0.00	0	70.2	70.2	70.2
2-3 AM	244	0.0	OFF	244	0	0.00	0	70.2	70.2	70.2
3-4 AM	270	0.0	OFF	270	0	0.00	0	70.2	70.2	70.2
4-5 AM	455	0.0	OFF	455	0	0.00	0	70.2	70.2	70.2
5-6 AM	1108	0.0	OFF	1108	0	0.00	0	69.4	69.4	69.4
6-7 AM	2341	0.0	OFF	2341	0	0.00	0	67.8	67.8	67.8
7-8 AM	3351	0.0	OFF	3351	0	0.00	0	66.6	66.6	66.6
8-9 AM	3073	0.0	OFF	3073	0	0.00	0	66.9	66.9	66.9
9-10 AM	2440	0.0	OFF	2440	0	0.00	0	67.7	67.7	67.7
10-11 AM	2446	0.0	1499	1958	488	12.42+	314	67.7	15.6	30.8
11AM-NOON	2677	0.0	1500	1500	1177	16.30+	400	67.4	12.5	30.8
NOON-1PM	2875	0.0	1500	1500	1375	16.28+	400	67.1	12.5	30.8
1-2 PM	2962	0.0	1500	1500	1462	16.28+	400	67.1	12.5	30.8
2-3 PM	3330	0.0	1500	1500	1830	16.25+	400	66.6	12.5	30.8
3-4 PM	3985	0.0	OFF	3985	0	0.73	52	63.7	53.8	53.8
4-5 PM	4421	0.0	OFF	4421	0	0.00	0	60.7	60.7	60.7
5-6 PM	4438	0.0	OFF	4438	0	0.00	0	60.5	60.5	60.5
6-7 PM	3320	0.0	OFF	3320	0	0.00	0	66.6	66.6	66.6
7-8 PM	2399	0.0	OFF	2399	0	0.00	0	67.8	67.8	67.8
8-9 PM	2120	0.0	OFF	2120	0	0.00	0	68.1	68.1	68.1
9-10 PM	1875	0.0	OFF	1875	0	0.00	0	68.4	68.4	68.4
10-11 PM	1461	0.0	OFF	1461	0	0.00	0	68.9	68.9	68.9
11PM-MID	1006	0.0	OFF	1006	0	0.00	0	69.5	69.5	69.5

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0357
MAIN ROUTE WITH WORKS	0.0310
'DIVERSION'	0.0098
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$48,901
CONGESTED HOURS PER DAY*	5

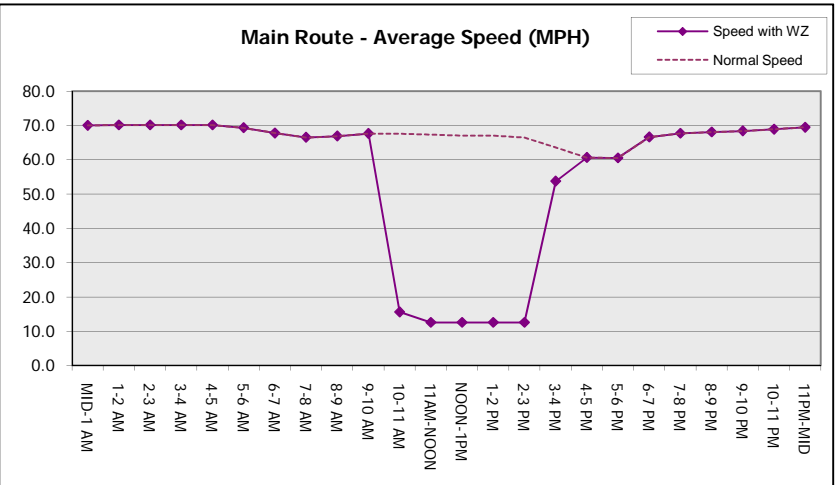
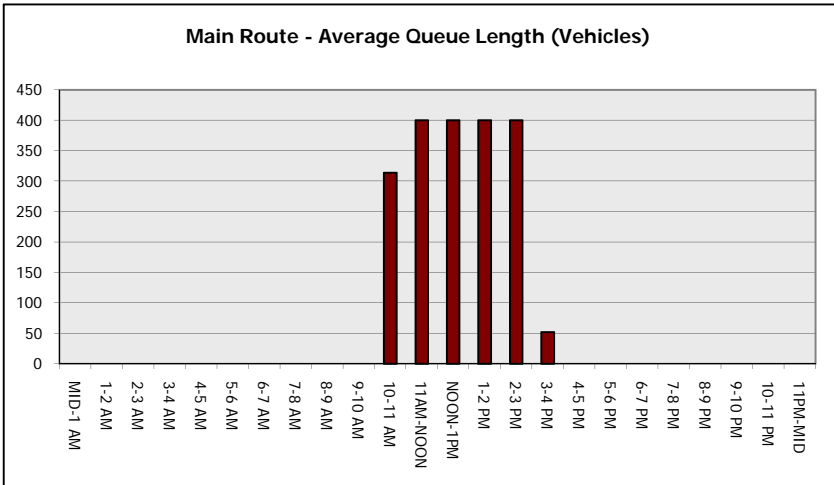
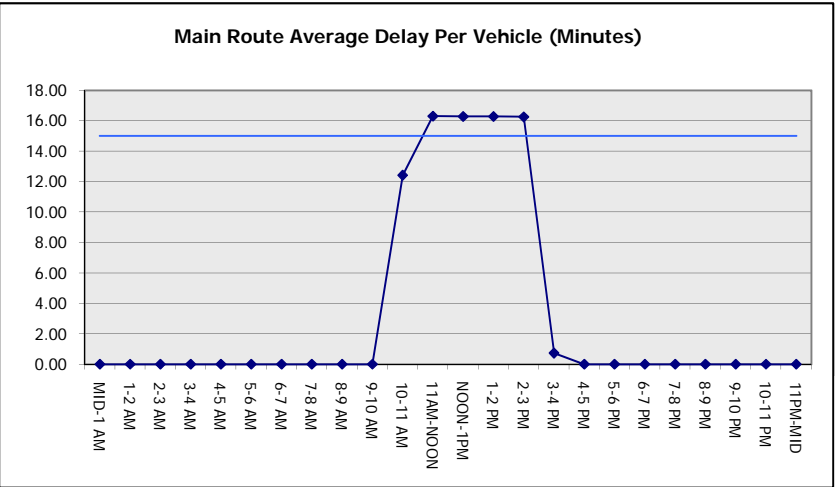
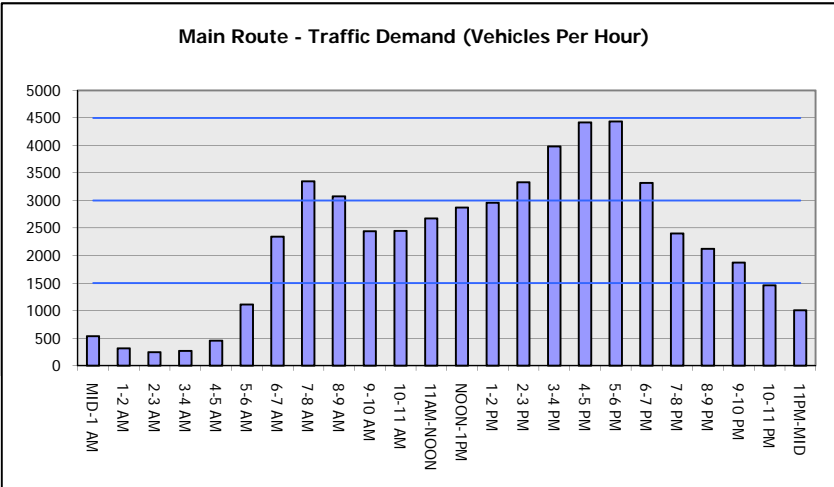
\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

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

**MON-THUR WESTBOUND DIRECTION**



<b>IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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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	344	0.0	OFF	344	0	0.00	0	70.2	70.2	70.2
1-2 AM	249	0.0	OFF	249	0	0.00	0	70.2	70.2	70.2
2-3 AM	209	0.0	OFF	209	0	0.00	0	70.2	70.2	70.2
3-4 AM	283	0.0	OFF	283	0	0.00	0	70.2	70.2	70.2
4-5 AM	709	0.0	OFF	709	0	0.00	0	69.9	69.9	69.9
5-6 AM	2215	0.0	OFF	2215	0	0.00	0	68.0	68.0	68.0
6-7 AM	4932	0.0	OFF	4932	0	0.00	0	57.1	57.1	57.1
7-8 AM	5796	0.0	OFF	5796	0	0.00	0	51.2	51.2	51.2
8-9 AM	4715	0.0	OFF	4715	0	0.00	0	58.6	58.6	58.6
9-10 AM	3676	0.0	OFF	3676	0	0.00	0	65.8	65.8	65.8
10-11 AM	3512	0.0	1499	1550	1962	16.44+	412	66.4	12.4	36.6
11AM-NOON	3701	0.0	1499	1681	2020	14.42+	378	65.6	13.8	35.8
NOON-1PM	3595	0.0	1499	1513	2082	15.86+	398	66.3	12.8	37.4
1-2 PM	3500	0.0	1500	1500	2000	15.90+	400	66.4	12.8	37.6
2-3 PM	3721	0.0	1500	1500	2221	15.85+	400	65.5	12.8	37.6
3-4 PM	4220	0.0	OFF	4220	0	0.28	16	62.0	58.1	58.1
4-5 PM	4618	0.0	OFF	4618	0	0.00	0	59.3	59.3	59.3
5-6 PM	4423	0.0	OFF	4423	0	0.00	0	60.6	60.6	60.6
6-7 PM	3231	0.0	OFF	3231	0	0.00	0	66.7	66.7	66.7
7-8 PM	2292	0.0	OFF	2292	0	0.00	0	67.9	67.9	67.9
8-9 PM	1959	0.0	OFF	1959	0	0.00	0	68.3	68.3	68.3
9-10 PM	1586	0.0	OFF	1586	0	0.00	0	68.7	68.7	68.7
10-11 PM	1083	0.0	OFF	1083	0	0.00	0	69.4	69.4	69.4
11PM-MID	723	0.0	OFF	723	0	0.00	0	69.9	69.9	69.9

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0436
MAIN ROUTE WITH WORKS	0.0363
'DIVERSION'	0.0159

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$61,419
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

