

<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**

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	950	0.0	OFF	950	0	0.00	0	69.6	69.6	69.6	
1-2 AM	530	0.0	OFF	530	0	0.00	0	70.0	70.0	70.0	
2-3 AM	387	0.0	OFF	387	0	0.00	0	70.2	70.2	70.2	
3-4 AM	229	0.0	OFF	229	0	0.00	0	70.2	70.2	70.2	
4-5 AM	185	0.0	OFF	185	0	0.00	0	70.2	70.2	70.2	
5-6 AM	347	0.0	OFF	347	0	0.00	0	70.2	70.2	70.2	
6-7 AM	602	0.0	OFF	602	0	0.00	0	70.0	70.0	70.0	
7-8 AM	965	0.0	OFF	965	0	0.00	0	69.6	69.6	69.6	
8-9 AM	1350	0.0	OFF	1350	0	0.00	0	69.1	69.1	69.1	
9-10 AM	1963	0.0	1499	1963	0	7.05	199	68.3	23.5	30.8	
10-11 AM	2366	0.0	1500	1500	866	16.32+	400	67.8	12.5	30.8	
11AM-NOON	2745	0.0	1500	1500	1245	16.29+	400	67.3	12.5	30.8	
NOON-1PM	3023	0.0	1500	1500	1523	16.27+	400	67.0	12.5	30.8	
1-2 PM	3110	0.0	1500	1500	1610	16.27+	400	66.9	12.5	30.8	
2-3 PM	2966	0.0	1500	1500	1466	16.28+	400	67.1	12.5	30.8	
3-4 PM	3038	0.0	1500	1500	1538	16.27+	400	66.9	12.5	30.8	
4-5 PM	3178	0.0	1500	1500	1678	16.26+	400	66.8	12.5	30.8	
5-6 PM	3058	0.0	1500	1500	1558	16.27+	400	66.9	12.5	30.8	
6-7 PM	2434	0.0	1500	1500	934	16.31+	400	67.7	12.5	30.8	
7-8 PM	2088	0.0	OFF	2088	0	0.31	27	68.1	62.9	62.9	
8-9 PM	1693	0.0	OFF	1693	0	0.00	0	68.6	68.6	68.6	
9-10 PM	1389	0.0	OFF	1389	0	0.00	0	69.0	69.0	69.0	
10-11 PM	1062	0.0	OFF	1062	0	0.00	0	69.4	69.4	69.4	
11PM-MID	728	0.0	OFF	728	0	0.00	0	69.8	69.8	69.8	

"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	0.0270
MAIN ROUTE WITH WORKS	0.0177
'DIVERSION'	0.0192
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$121,387
CONGESTED HOURS PER DAY*	9

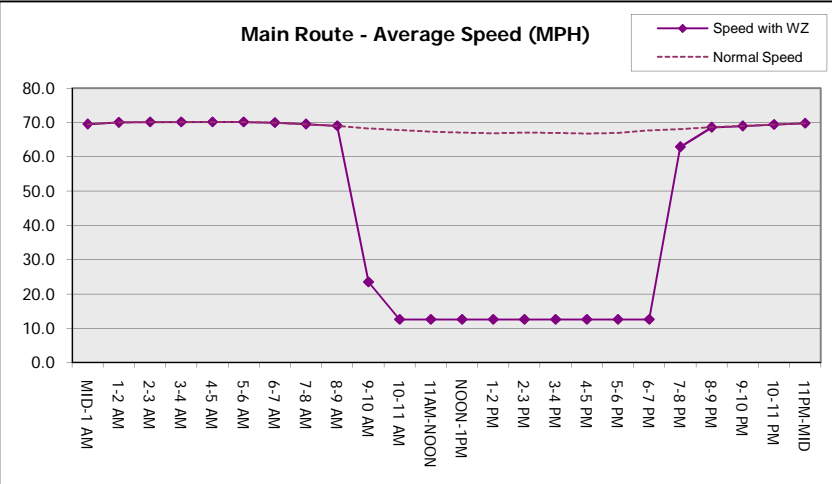
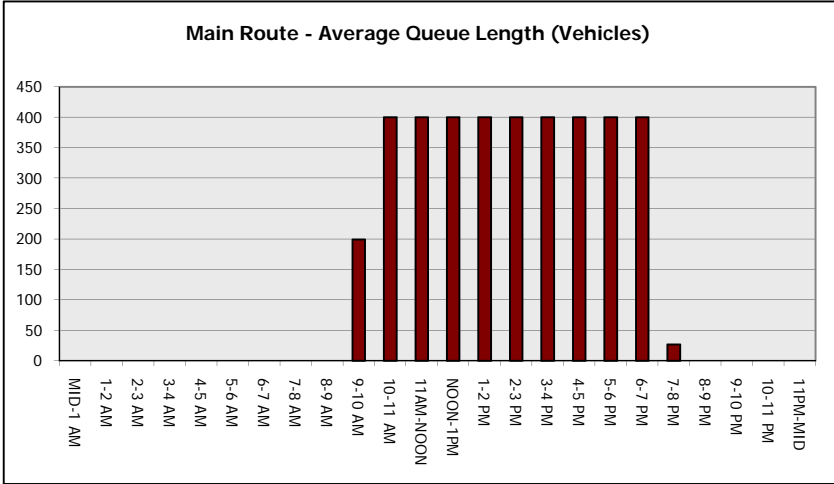
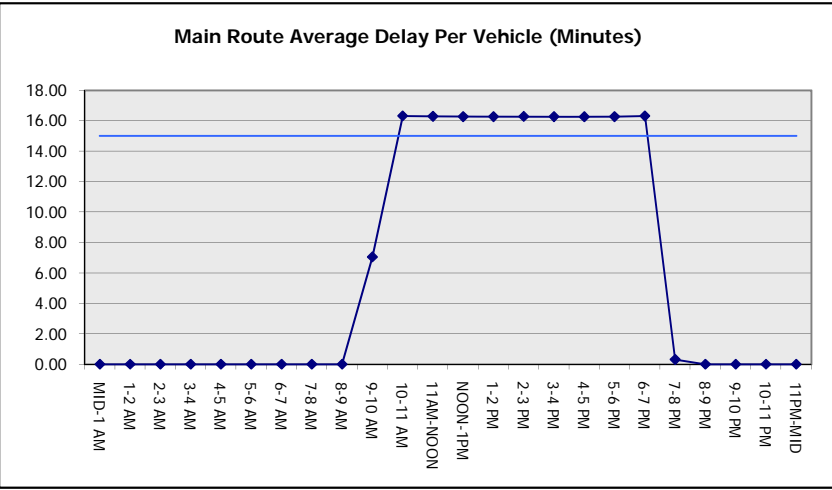
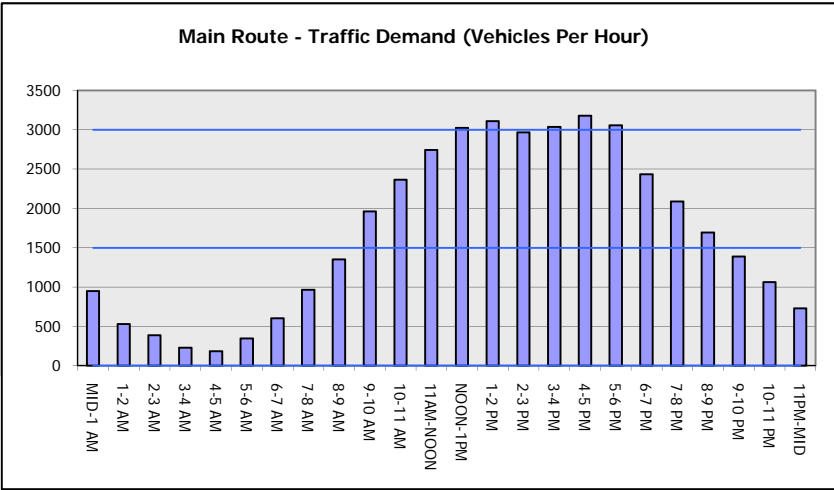
\*Delays Exceeding User-Specified Maximum

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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**

**SUNDAY 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**

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	710	0.0	OFF	710	0	0.00	0	69.9	69.9	69.9
1-2 AM	404	0.0	OFF	404	0	0.00	0	70.2	70.2	70.2
2-3 AM	273	0.0	OFF	273	0	0.00	0	70.2	70.2	70.2
3-4 AM	198	0.0	OFF	198	0	0.00	0	70.2	70.2	70.2
4-5 AM	245	0.0	OFF	245	0	0.00	0	70.2	70.2	70.2
5-6 AM	349	0.0	OFF	349	0	0.00	0	70.2	70.2	70.2
6-7 AM	618	0.0	OFF	618	0	0.00	0	70.0	70.0	70.0
7-8 AM	877	0.0	OFF	877	0	0.00	0	69.6	69.6	69.6
8-9 AM	1365	0.0	OFF	1365	0	0.00	0	69.1	69.1	69.1
9-10 AM	2306	0.0	1499	1831	475	9.54+	263	67.9	19.0	30.8
10-11 AM	3422	0.0	1499	1500	1922	16.23+	399	66.5	12.6	31.1
11AM-NOON	4209	0.0	1500	1500	2709	15.96+	400	62.1	12.6	31.1
NOON-1PM	4206	0.0	1500	1500	2706	15.96+	400	62.1	12.6	31.1
1-2 PM	3955	0.0	1500	1500	2455	16.07+	400	63.8	12.6	31.1
2-3 PM	3994	0.0	1500	1500	2494	16.05+	400	63.6	12.6	31.1
3-4 PM	3798	0.0	1500	1500	2298	16.13+	400	64.9	12.6	31.1
4-5 PM	3894	0.0	1500	1500	2394	16.10+	400	64.3	12.6	31.1
5-6 PM	3652	0.0	1500	1500	2152	16.19+	400	65.9	12.6	31.1
6-7 PM	3428	0.0	1500	1500	1928	16.23+	400	66.4	12.6	31.1
7-8 PM	2872	0.0	OFF	2872	0	0.20	17	67.2	63.8	63.8
8-9 PM	2636	0.0	OFF	2636	0	0.00	0	67.4	67.4	67.4
9-10 PM	1891	0.0	OFF	1891	0	0.00	0	68.4	68.4	68.4
10-11 PM	1152	0.0	OFF	1152	0	0.00	0	69.3	69.3	69.3
11PM-MID	678	0.0	OFF	678	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

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	0.0342
MAIN ROUTE WITH WORKS	0.0188
'DIVERSION'	0.0333

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$160,980
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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

