

<b>IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	840	0.0	OFF	840	0	0.00	0	69.7	69.7	69.7	
1-2 AM	565	0.0	OFF	565	0	0.00	0	70.0	70.0	70.0	
2-3 AM	536	0.0	OFF	536	0	0.00	0	70.0	70.0	70.0	
3-4 AM	295	0.0	OFF	295	0	0.00	0	70.2	70.2	70.2	
4-5 AM	250	0.0	OFF	250	0	0.00	0	70.2	70.2	70.2	
5-6 AM	411	0.0	OFF	411	0	0.00	0	70.2	70.2	70.2	
6-7 AM	754	0.0	OFF	754	0	0.00	0	69.8	69.8	69.8	
7-8 AM	1193	0.0	OFF	1193	0	0.00	0	69.2	69.2	69.2	
8-9 AM	1583	0.0	OFF	1583	0	0.00	0	68.7	68.7	68.7	
9-10 AM	2398	0.0	1499	1880	519	11.27+	294	67.8	14.3	30.8	
10-11 AM	2698	0.0	1500	1500	1198	16.31+	399	67.4	10.6	30.8	
11AM-NOON	2741	0.0	1500	1500	1241	16.31+	400	67.3	10.6	30.8	
NOON-1PM	3191	0.0	1500	1500	1691	16.28+	399	66.8	10.6	30.8	
1-2 PM	3491	0.0	1500	1500	1991	16.27+	399	66.4	10.6	30.8	
2-3 PM	3232	0.0	1500	1500	1732	16.28+	399	66.7	10.6	30.8	
3-4 PM	3439	0.0	1500	1500	1939	16.27+	399	66.4	10.6	30.8	
4-5 PM	3470	0.0	1500	1500	1970	16.27+	400	66.4	10.6	30.8	
5-6 PM	3334	0.0	1500	1500	1834	16.28+	400	66.6	10.6	30.8	
6-7 PM	2590	0.0	1500	1500	1090	16.32+	399	67.5	10.6	30.8	
7-8 PM	1933	0.0	OFF	1933	0	0.20	17	68.3	64.1	64.1	
8-9 PM	1579	0.0	OFF	1579	0	0.00	0	68.7	68.7	68.7	
9-10 PM	1105	0.0	OFF	1105	0	0.00	0	69.4	69.4	69.4	
10-11 PM	961	0.0	OFF	961	0	0.00	0	69.6	69.6	69.6	
11PM-MID	583	0.0	OFF	583	0	0.00	0	70.0	70.0	70.0	

"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	0.0234
MAIN ROUTE WITH WORKS	0.0141
'DIVERSION'	0.0190
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$135,073
CONGESTED HOURS PER DAY*	10

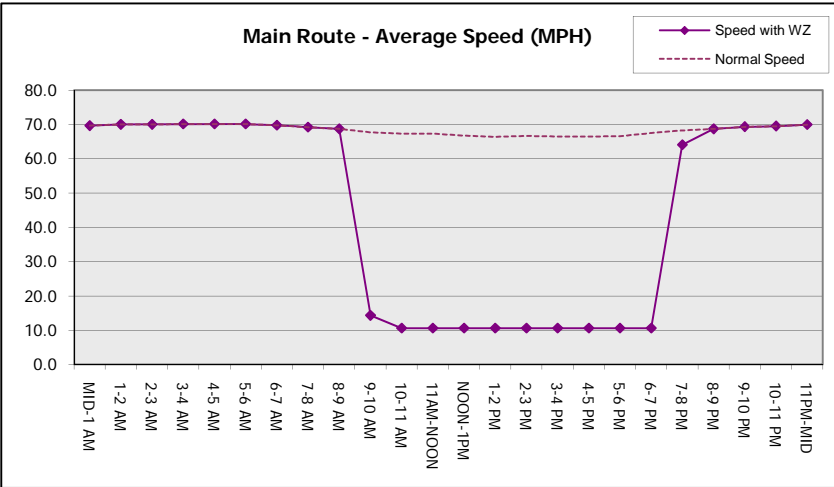
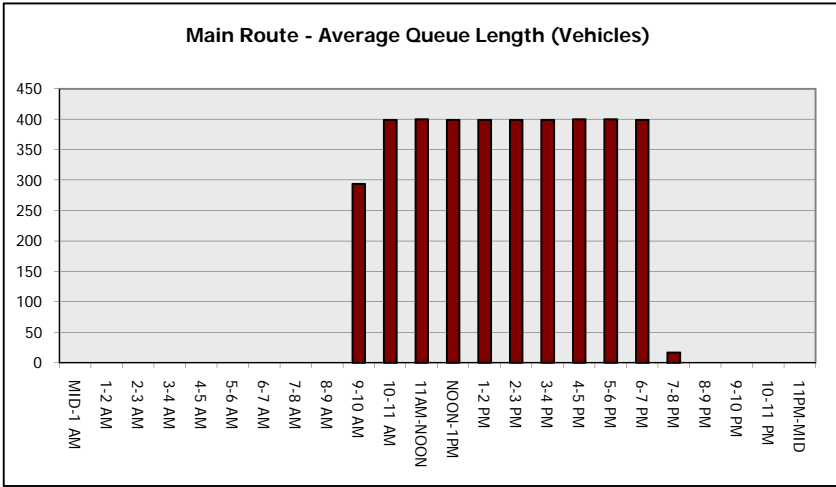
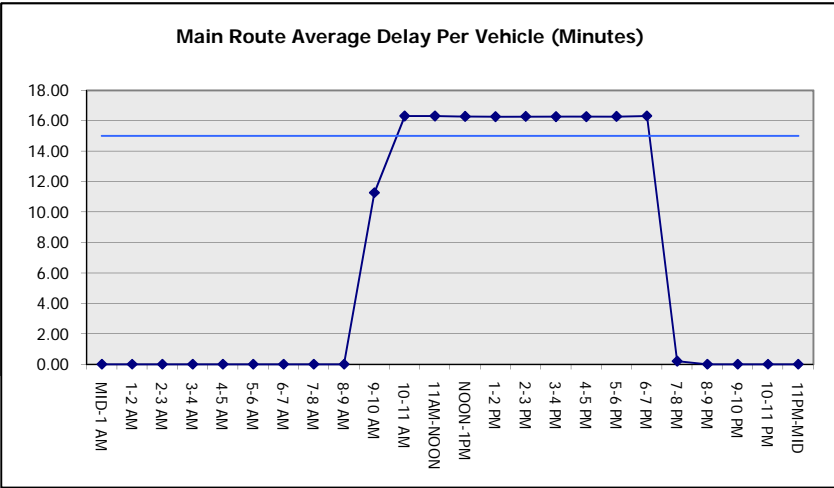
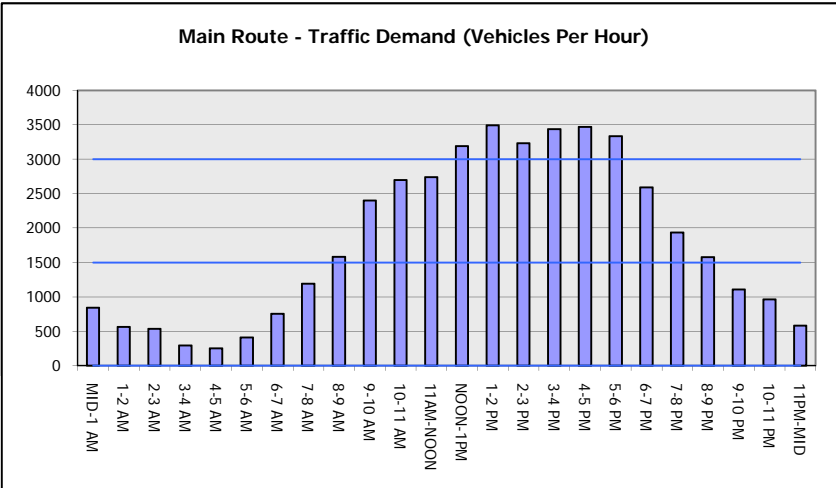
\*Delays Exceeding User-Specified Maximum

**IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)**  
**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

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

**SUNDAY WESTBOUND DIRECTION**



<b>IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</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	756	0.0	OFF	756	0	0.00	0	69.8	69.8	69.8
1-2 AM	446	0.0	OFF	446	0	0.00	0	70.2	70.2	70.2
2-3 AM	322	0.0	OFF	322	0	0.00	0	70.2	70.2	70.2
3-4 AM	211	0.0	OFF	211	0	0.00	0	70.2	70.2	70.2
4-5 AM	225	0.0	OFF	225	0	0.00	0	70.2	70.2	70.2
5-6 AM	323	0.0	OFF	323	0	0.00	0	70.2	70.2	70.2
6-7 AM	629	0.0	OFF	629	0	0.00	0	69.9	69.9	69.9
7-8 AM	914	0.0	OFF	914	0	0.00	0	69.6	69.6	69.6
8-9 AM	1408	0.0	OFF	1408	0	0.00	0	69.0	69.0	69.0
9-10 AM	2179	0.0	1499	1889	290	9.20+	254	68.0	16.7	30.8
10-11 AM	2617	0.0	1499	1500	1117	16.32+	399	67.5	10.6	30.8
11AM-NOON	3056	0.0	1500	1500	1556	16.29+	400	66.9	10.6	30.8
NOON-1PM	3212	0.0	1500	1500	1712	16.28+	400	66.8	10.6	30.8
1-2 PM	3460	0.0	1500	1500	1960	16.27+	400	66.4	10.6	30.8
2-3 PM	3232	0.0	1500	1500	1732	16.28+	400	66.7	10.6	30.8
3-4 PM	3383	0.0	1500	1500	1883	16.27+	400	66.5	10.6	30.8
4-5 PM	2947	0.0	1500	1500	1447	16.30+	400	67.1	10.6	30.8
5-6 PM	3261	0.0	1500	1500	1761	16.28+	400	66.7	10.6	30.8
6-7 PM	3193	0.0	1500	1500	1693	16.28+	400	66.8	10.6	30.8
7-8 PM	2447	0.0	OFF	2447	0	0.24	21	67.7	62.8	62.8
8-9 PM	2021	0.0	OFF	2021	0	0.00	0	68.2	68.2	68.2
9-10 PM	1368	0.0	OFF	1368	0	0.00	0	69.1	69.1	69.1
10-11 PM	1099	0.0	OFF	1099	0	0.00	0	69.4	69.4	69.4
11PM-MID	621	0.0	OFF	621	0	0.00	0	70.0	70.0	70.0

"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	0.0234
MAIN ROUTE WITH WORKS	0.0142
'DIVERSION'	0.0190

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$133,971
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE  
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**MAY**  
Analyzed for 2009  
Construction Season

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

