

<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>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	884	0.0	OFF	884	0	0.00	0	69.6	69.6	69.6
1-2 AM	600	0.0	OFF	600	0	0.00	0	70.0	70.0	70.0
2-3 AM	260	0.0	OFF	260	0	0.00	0	70.2	70.2	70.2
3-4 AM	194	0.0	OFF	194	0	0.00	0	70.2	70.2	70.2
4-5 AM	106	0.0	OFF	106	0	0.00	0	70.2	70.2	70.2
5-6 AM	174	0.0	OFF	174	0	0.00	0	70.2	70.2	70.2
6-7 AM	279	0.0	OFF	279	0	0.00	0	70.2	70.2	70.2
7-8 AM	773	0.0	OFF	773	0	0.00	0	69.8	69.8	69.8
8-9 AM	852	0.0	OFF	852	0	0.00	0	69.7	69.7	69.7
9-10 AM	1820	0.0	1499	1820	0	4.42	117	68.5	27.6	30.8
10-11 AM	2218	0.0	1499	1526	693	16.23+	397	68.0	10.6	30.8
11AM-NOON	2503	0.0	1500	1500	1003	16.32+	400	67.6	10.6	30.8
NOON-1PM	3413	0.0	1500	1500	1913	16.27+	400	66.5	10.6	30.8
1-2 PM	3578	0.0	1500	1500	2078	16.26+	400	66.3	10.6	30.8
2-3 PM	3368	0.0	1500	1500	1868	16.27+	400	66.6	10.6	30.8
3-4 PM	3443	0.0	1500	1500	1943	16.27+	400	66.4	10.6	30.8
4-5 PM	3491	0.0	1500	1500	1991	16.27+	400	66.4	10.6	30.8
5-6 PM	3301	0.0	1500	1500	1801	16.28+	400	66.6	10.6	30.8
6-7 PM	2989	0.0	1500	1500	1489	16.30+	400	67.0	10.6	30.8
7-8 PM	2158	0.0	OFF	2158	0	0.17	15	68.1	64.3	64.3
8-9 PM	1585	0.0	OFF	1585	0	0.00	0	68.7	68.7	68.7
9-10 PM	1266	0.0	OFF	1266	0	0.00	0	69.2	69.2	69.2
10-11 PM	1120	0.0	OFF	1120	0	0.00	0	69.4	69.4	69.4
11PM-MID	537	0.0	OFF	537	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	0.0
(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	0
(VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

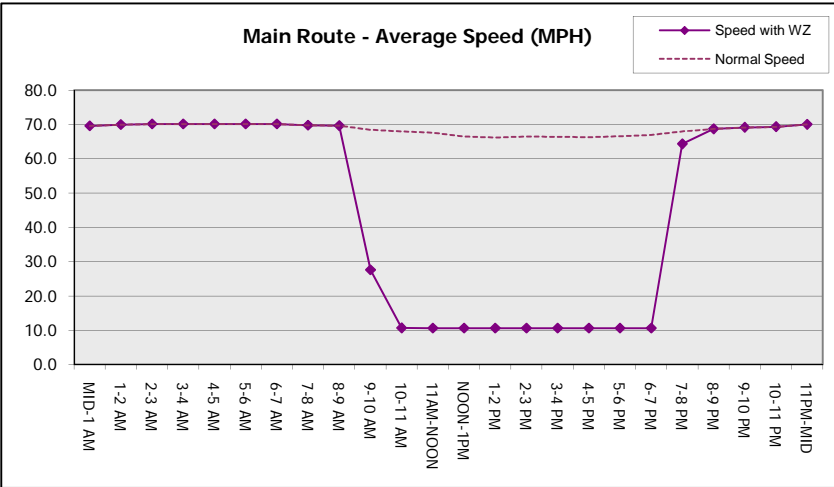
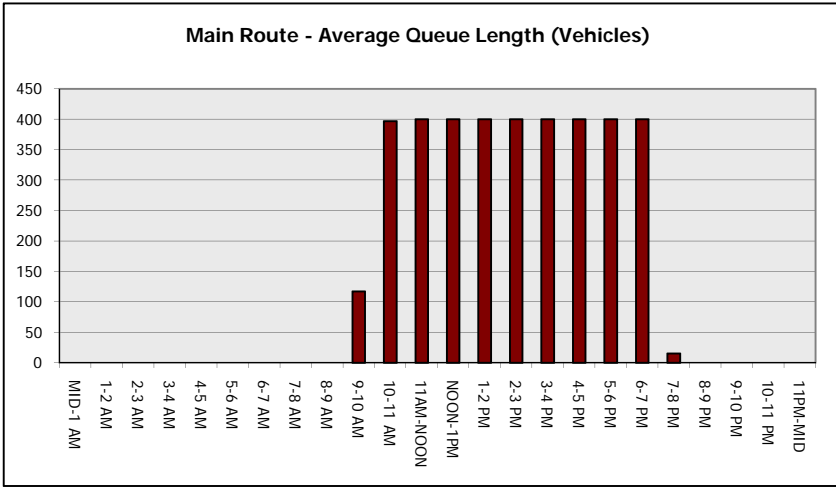
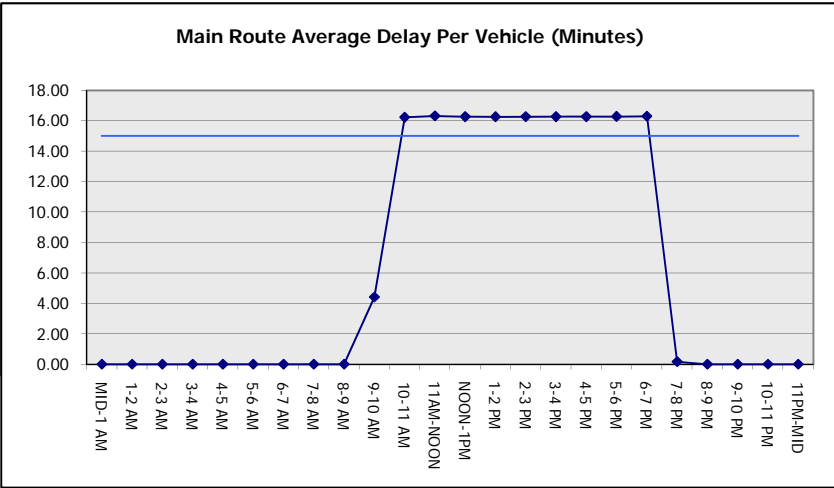
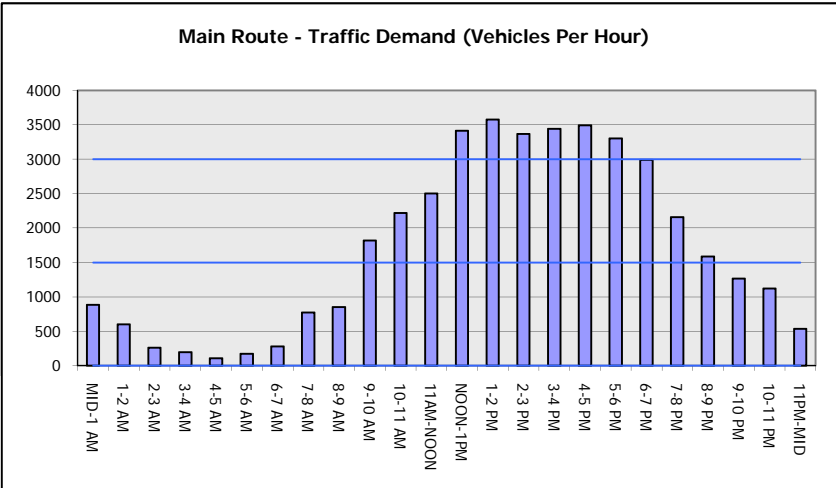
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0221
MAIN ROUTE WITH WORKS	0.0131
'DIVERSION'	0.0185
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$130,815
CONGESTED HOURS PER DAY*	9

\*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: 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>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	609	0.0	OFF	609	0	0.00	0	70.0	70.0	70.0
1-2 AM	306	0.0	OFF	306	0	0.00	0	70.2	70.2	70.2
2-3 AM	143	0.0	OFF	143	0	0.00	0	70.2	70.2	70.2
3-4 AM	132	0.0	OFF	132	0	0.00	0	70.2	70.2	70.2
4-5 AM	100	0.0	OFF	100	0	0.00	0	70.2	70.2	70.2
5-6 AM	136	0.0	OFF	136	0	0.00	0	70.2	70.2	70.2
6-7 AM	252	0.0	OFF	252	0	0.00	0	70.2	70.2	70.2
7-8 AM	684	0.0	OFF	684	0	0.00	0	69.9	69.9	69.9
8-9 AM	847	0.0	OFF	847	0	0.00	0	69.7	69.7	69.7
9-10 AM	1848	0.0	1499	1848	0	4.60	126	68.4	26.9	30.8
10-11 AM	2375	0.0	1499	1500	875	16.33+	399	67.8	10.6	30.8
11AM-NOON	2930	0.0	1500	1500	1430	16.30+	400	67.1	10.6	30.8
NOON-1PM	3583	0.0	1500	1500	2083	16.26+	400	66.3	10.6	30.8
1-2 PM	3660	0.0	1500	1500	2160	16.24+	400	65.8	10.6	30.8
2-3 PM	3506	0.0	1500	1500	2006	16.27+	400	66.4	10.6	30.8
3-4 PM	3479	0.0	1500	1500	1979	16.27+	400	66.4	10.6	30.8
4-5 PM	3708	0.0	1499	1500	2208	16.23+	400	65.5	10.6	30.8
5-6 PM	3567	0.0	1500	1500	2067	16.26+	400	66.3	10.6	30.8
6-7 PM	3388	0.0	1500	1500	1888	16.27+	400	66.5	10.6	30.8
7-8 PM	2541	0.0	OFF	2541	0	0.19	17	67.6	63.5	63.5
8-9 PM	2059	0.0	OFF	2059	0	0.00	0	68.2	68.2	68.2
9-10 PM	1618	0.0	OFF	1618	0	0.00	0	68.7	68.7	68.7
10-11 PM	1260	0.0	OFF	1260	0	0.00	0	69.2	69.2	69.2
11PM-MID	488	0.0	OFF	488	0	0.00	0	70.1	70.1	70.1

"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	0.0
(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	0
(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	0.0133
'DIVERSION'	0.0209

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$139,498
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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

