

<b>IH 94: USH 18 TO CTH O (WAUKESHA COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	909	0.0	OFF	909	0	0.00	0	69.6	69.6	69.6
1-2 AM	551	0.0	OFF	551	0	0.00	0	70.0	70.0	70.0
2-3 AM	541	0.0	OFF	541	0	0.00	0	70.0	70.0	70.0
3-4 AM	414	0.0	OFF	414	0	0.00	0	70.2	70.2	70.2
4-5 AM	522	0.0	OFF	522	0	0.00	0	70.1	70.1	70.1
5-6 AM	968	0.0	OFF	968	0	0.00	0	69.6	69.6	69.6
6-7 AM	1536	0.0	OFF	1536	0	0.00	0	68.8	68.8	68.8
7-8 AM	2250	0.0	OFF	2250	0	0.00	0	67.9	67.9	67.9
8-9 AM	3048	0.0	2999	3048	0	1.09	24	66.9	49.4	38.1
9-10 AM	3462	0.0	3000	3462	0	5.79	308	66.4	23.0	37.3
10-11 AM	3743	0.0	3000	3320	423	14.77+	783	65.3	12.5	37.3
11AM-NOON	4124	0.0	2999	2967	1157	15.81+	844	62.7	12.1	37.3
NOON-1PM	4360	0.0	2999	3003	1357	15.83+	851	61.0	12.0	37.3
1-2 PM	4223	0.0	3000	2993	1230	15.79+	845	62.0	12.1	37.3
2-3 PM	4104	0.0	3000	2998	1106	15.76+	841	62.8	12.1	37.3
3-4 PM	3807	0.0	3000	2999	808	15.83+	838	64.8	12.2	37.3
4-5 PM	3813	0.0	3000	2999	814	15.83+	838	64.8	12.2	37.3
5-6 PM	3273	0.0	3000	2999	274	15.89+	836	66.7	12.2	37.3
6-7 PM	3324	0.0	OFF	3324	0	1.52	131	66.6	44.5	44.5
7-8 PM	2435	0.0	OFF	2435	0	0.00	0	67.7	67.7	67.7
8-9 PM	2122	0.0	OFF	2122	0	0.00	0	68.1	68.1	68.1
9-10 PM	2103	0.0	OFF	2103	0	0.00	0	68.1	68.1	68.1
10-11 PM	2290	0.0	OFF	2290	0	0.00	0	67.9	67.9	67.9
11PM-MID	1465	0.0	OFF	1465	0	0.00	0	68.9	68.9	68.9

"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	0.0321
MAIN ROUTE WITH WORKS	0.0262
'DIVERSION'	0.0090
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$140,968
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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

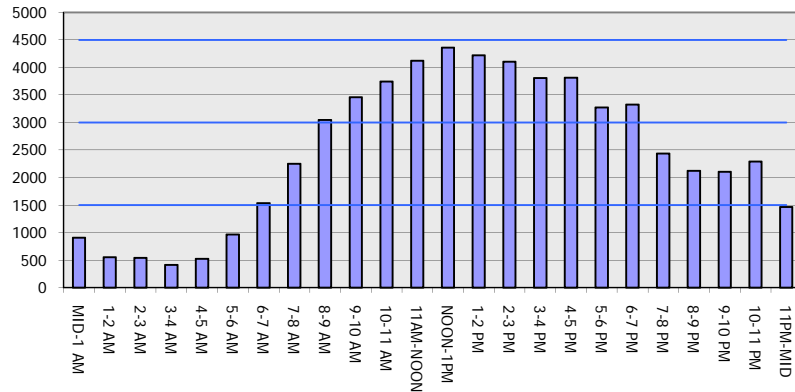
**OCTOBER**

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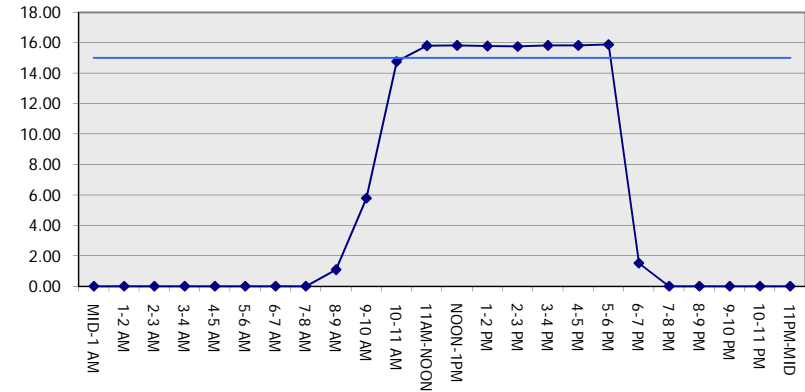
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY WESTBOUND DIRECTION**

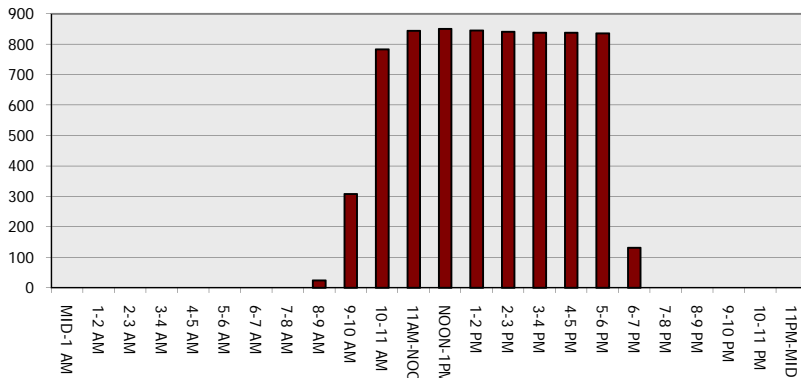
**Main Route - Traffic Demand (Vehicles Per Hour)**



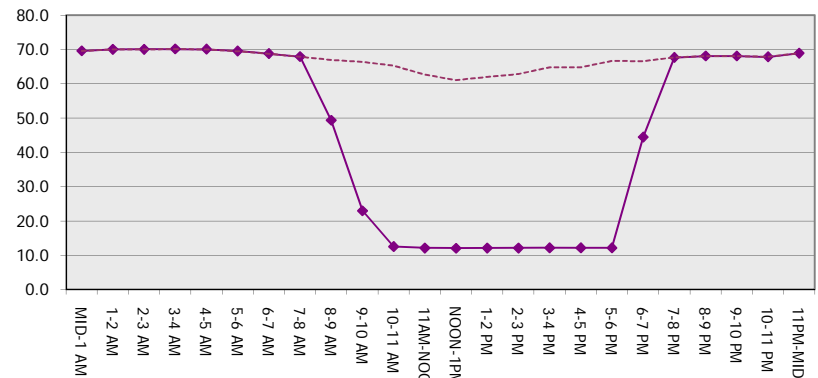
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	971	0.0	OFF	971	0	0.00	0	69.6	69.6	69.6
1-2 AM	487	0.0	OFF	487	0	0.00	0	70.1	70.1	70.1
2-3 AM	377	0.0	OFF	377	0	0.00	0	70.2	70.2	70.2
3-4 AM	253	0.0	OFF	253	0	0.00	0	70.2	70.2	70.2
4-5 AM	352	0.0	OFF	352	0	0.00	0	70.2	70.2	70.2
5-6 AM	803	0.0	OFF	803	0	0.00	0	69.7	69.7	69.7
6-7 AM	1320	0.0	OFF	1320	0	0.00	0	69.1	69.1	69.1
7-8 AM	1791	0.0	OFF	1791	0	0.00	0	68.5	68.5	68.5
8-9 AM	2660	0.0	2999	2660	0	0.50	0	67.4	57.8	43.5
9-10 AM	3069	0.0	2999	3069	0	1.03	18	66.9	50.0	37.3
10-11 AM	3305	0.0	3000	3305	0	4.20	207	66.6	28.1	37.3
11AM-NOON	3699	0.0	3000	3434	265	12.47+	671	65.6	13.8	37.3
NOON-1PM	3998	0.0	3000	3014	985	15.79+	840	63.5	12.1	37.3
1-2 PM	3927	0.0	3000	3003	924	15.79+	839	64.0	12.2	37.3
2-3 PM	4028	0.0	3000	3002	1025	15.76+	839	63.3	12.2	37.3
3-4 PM	3996	0.0	3000	3002	995	15.77+	839	63.5	12.2	37.3
4-5 PM	4114	0.0	3000	3007	1108	15.75+	841	62.7	12.1	37.3
5-6 PM	4362	0.0	2999	3010	1353	15.83+	851	61.0	12.0	37.3
6-7 PM	4023	0.0	OFF	4023	0	2.16	183	63.3	37.9	37.9
7-8 PM	3223	0.0	OFF	3223	0	0.00	0	66.8	66.8	66.8
8-9 PM	2435	0.0	OFF	2435	0	0.00	0	67.7	67.7	67.7
9-10 PM	2605	0.0	OFF	2605	0	0.00	0	67.5	67.5	67.5
10-11 PM	2168	0.0	OFF	2168	0	0.00	0	68.1	68.1	68.1
11PM-MID	1609	0.0	OFF	1609	0	0.00	0	68.7	68.7	68.7

"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	0.0322
MAIN ROUTE WITH WORKS	0.0266
'DIVERSION'	0.0083

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$123,885
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

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

