

<b>IH 94: CTH O TO STH 100 (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  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	1500	950	0	0.58	0	69.6	57.1	41.9	
1-2 AM	643	0.0	1500	643	0	0.55	0	69.9	58.0	43.0	
2-3 AM	278	0.0	1500	278	0	0.51	0	70.2	58.9	44.4	
3-4 AM	208	0.0	1500	208	0	0.50	0	70.2	59.1	44.6	
4-5 AM	114	0.0	1500	114	0	0.49	0	70.2	59.3	45.0	
5-6 AM	187	0.0	1500	187	0	0.50	0	70.2	59.1	44.7	
6-7 AM	300	0.0	1500	300	0	0.51	0	70.2	58.9	44.3	
7-8 AM	830	0.0	1500	830	0	0.57	0	69.7	57.4	42.3	
8-9 AM	915	0.0	1499	915	0	0.58	0	69.6	57.2	42.0	
9-10 AM	1953	0.0	1499	1953	0	6.14	180	68.3	21.0	30.8	
10-11 AM	2382	0.0	1499	1500	882	16.33+	399	67.8	9.7	30.8	
11AM-NOON	2688	0.0	1500	1500	1188	16.32+	400	67.4	9.7	30.8	
NOON-1PM	3665	0.0	1500	1500	2165	16.25+	400	65.8	9.7	30.8	
1-2 PM	3841	0.0	1500	1500	2341	16.20+	400	64.6	9.7	30.8	
2-3 PM	3616	0.0	1500	1500	2116	16.27+	400	66.1	9.7	30.8	
3-4 PM	3695	0.0	1500	1500	2195	16.24+	400	65.6	9.7	30.8	
4-5 PM	3748	0.0	1500	1500	2248	16.23+	400	65.3	9.7	30.8	
5-6 PM	3545	0.0	1500	1500	2045	16.27+	400	66.3	9.7	30.8	
6-7 PM	3208	0.0	1500	1500	1708	16.29+	400	66.8	9.7	30.8	
7-8 PM	2316	0.0	1500	1500	816	16.34+	400	67.9	9.7	30.8	
8-9 PM	1702	0.0	1499	1455	247	16.19+	395	68.6	9.8	30.8	
9-10 PM	1359	0.0	1499	1359	0	14.46+	353	69.1	10.9	30.8	
10-11 PM	1202	0.0	1500	1202	0	4.94	144	69.2	24.4	34.3	
11PM-MID	576	0.0	1500	576	0	0.54	0	70.0	58.2	43.2	

+ 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	0.0217
MAIN ROUTE WITH WORKS	0.0111
'DIVERSION'	0.0205
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$167,822
CONGESTED HOURS PER DAY*	12

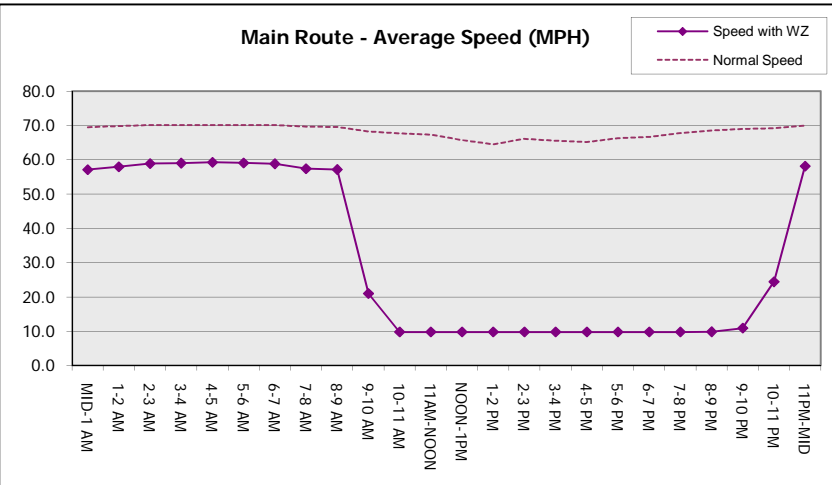
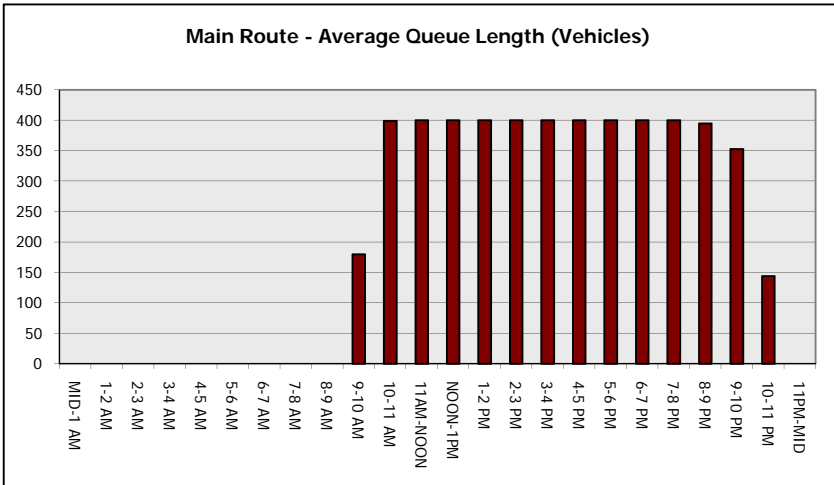
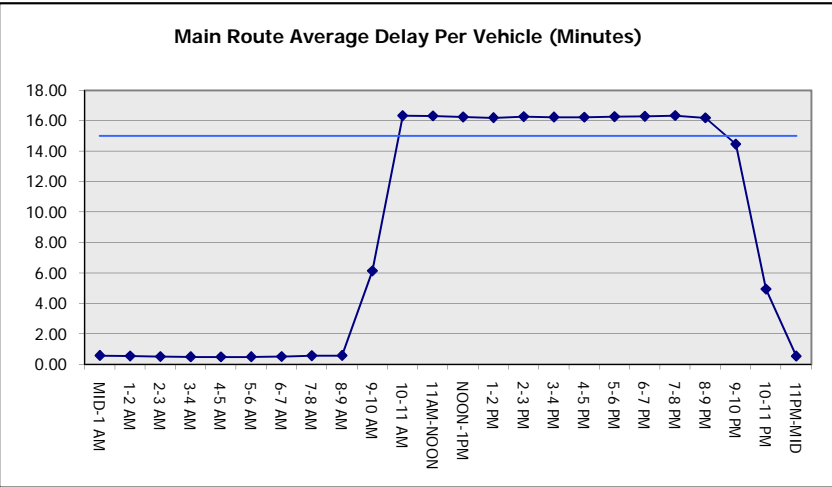
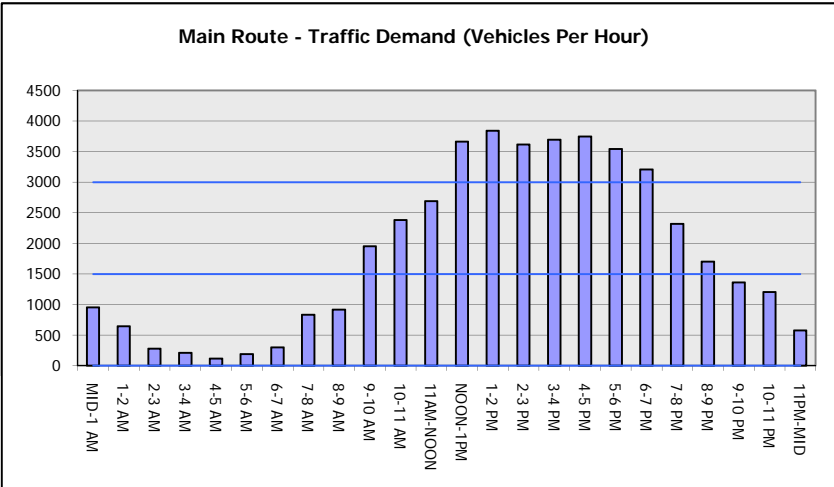
\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 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: CTH 0 TO STH 100 (WAUKESHA COUNTY)</b> <b>CONTINUOUS (24 HOUR) 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	653	0.0	1500	653	0	0.55	0	69.9	57.9	42.9
1-2 AM	329	0.0	1500	329	0	0.51	0	70.2	58.8	44.2
2-3 AM	154	0.0	1500	154	0	0.49	0	70.2	59.2	44.9
3-4 AM	141	0.0	1500	141	0	0.49	0	70.2	59.2	44.9
4-5 AM	108	0.0	1500	108	0	0.49	0	70.2	59.3	45.1
5-6 AM	146	0.0	1500	146	0	0.49	0	70.2	59.2	44.9
6-7 AM	271	0.0	1500	271	0	0.51	0	70.2	58.9	44.4
7-8 AM	735	0.0	1500	735	0	0.56	0	69.8	57.7	42.6
8-9 AM	909	0.0	1499	909	0	0.58	0	69.6	57.3	42.0
9-10 AM	1983	0.0	1499	1983	0	6.33	190	68.2	20.6	30.8
10-11 AM	2550	0.0	1500	1494	1056	16.28+	399	67.6	9.7	31.1
11AM-NOON	3146	0.0	1500	1500	1646	16.29+	400	66.8	9.7	30.9
NOON-1PM	3846	0.0	1500	1500	2346	16.19+	400	64.6	9.7	30.9
1-2 PM	3929	0.0	1500	1500	2429	16.17+	400	64.0	9.7	30.9
2-3 PM	3765	0.0	1500	1500	2265	16.22+	400	65.1	9.7	30.9
3-4 PM	3736	0.0	1500	1500	2236	16.22+	400	65.3	9.7	30.9
4-5 PM	3981	0.0	1500	1500	2481	16.15+	400	63.7	9.7	30.9
5-6 PM	3830	0.0	1500	1500	2330	16.20+	400	64.7	9.7	30.9
6-7 PM	3637	0.0	1500	1500	2137	16.25+	400	66.0	9.7	30.9
7-8 PM	2727	0.0	1500	1500	1227	16.31+	400	67.3	9.7	30.9
8-9 PM	2211	0.0	1499	1456	755	16.18+	395	68.0	9.8	30.8
9-10 PM	1737	0.0	1499	1461	276	16.20+	395	68.6	9.8	30.8
10-11 PM	1352	0.0	1499	1352	0	14.60+	358	69.1	10.7	30.8
11PM-MID	525	0.0	1500	525	0	1.11	34	70.1	49.4	43.2

+ 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	0.0229
MAIN ROUTE WITH WORKS	0.0108
'DIVERSION'	0.0242

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$187,099
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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**SUNDAY EASTBOUND DIRECTION**

