

<b>IH 94: CTH O TO STH 100 (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	1123	0.0	1500	1123	0	0.61	0	69.4	56.6	41.0	
1-2 AM	704	0.0	1500	704	0	0.55	0	69.9	57.8	42.7	
2-3 AM	594	0.0	1500	594	0	0.54	0	70.0	58.1	43.2	
3-4 AM	383	0.0	1500	383	0	0.52	0	70.2	58.7	44.0	
4-5 AM	262	0.0	1500	262	0	0.50	0	70.2	58.9	44.4	
5-6 AM	424	0.0	1500	424	0	0.52	0	70.2	58.6	43.8	
6-7 AM	856	0.0	1500	856	0	0.57	0	69.7	57.4	42.2	
7-8 AM	1128	0.0	1499	1128	0	0.65	0	69.3	55.8	39.9	
8-9 AM	1467	0.0	1499	1467	0	1.40	13	68.9	45.3	32.8	
9-10 AM	2266	0.0	1500	1779	486	11.16+	297	67.9	13.4	30.9	
10-11 AM	3122	0.0	1500	1500	1622	16.29+	400	66.9	9.7	30.9	
11AM-NOON	3826	0.0	1500	1500	2326	16.20+	400	64.7	9.7	30.9	
NOON-1PM	3687	0.0	1500	1500	2187	16.24+	400	65.6	9.7	30.9	
1-2 PM	3372	0.0	1500	1500	1872	16.27+	400	66.6	9.7	30.9	
2-3 PM	3246	0.0	1500	1500	1746	16.28+	400	66.7	9.7	30.9	
3-4 PM	3524	0.0	1500	1500	2024	16.27+	400	66.4	9.7	30.9	
4-5 PM	3839	0.0	1500	1500	2339	16.19+	400	64.6	9.7	30.9	
5-6 PM	3288	0.0	1500	1500	1788	16.28+	400	66.6	9.7	30.9	
6-7 PM	2881	0.0	1500	1500	1381	16.30+	400	67.1	9.7	30.9	
7-8 PM	2403	0.0	1500	1500	903	16.32+	400	67.8	9.7	30.9	
8-9 PM	1830	0.0	1500	1545	285	16.16+	394	68.4	9.9	30.8	
9-10 PM	1495	0.0	1500	1495	0	15.95+	388	68.9	10.0	30.8	
10-11 PM	1437	0.0	1500	1437	0	15.09+	367	68.9	10.4	30.8	
11PM-MID	697	0.0	1500	697	0	1.61	63	69.9	43.5	42.4	

+ 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	0.0236
MAIN ROUTE WITH WORKS	0.0124
'DIVERSION'	0.0217
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$179,478
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

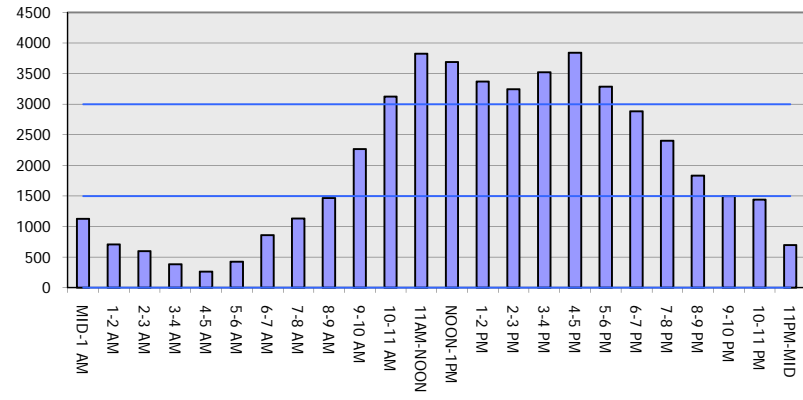
**OCTOBER**

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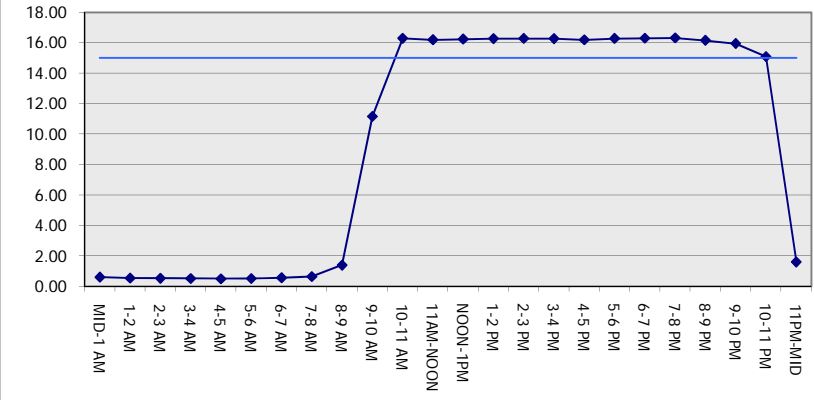
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY WESTBOUND DIRECTION**

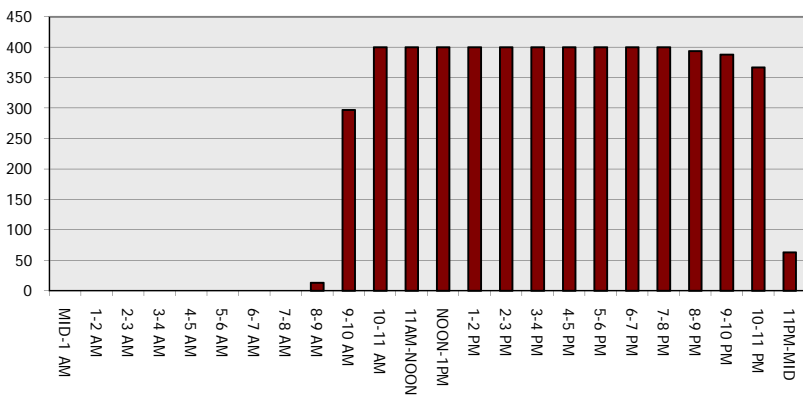
**Main Route - Traffic Demand (Vehicles Per Hour)**



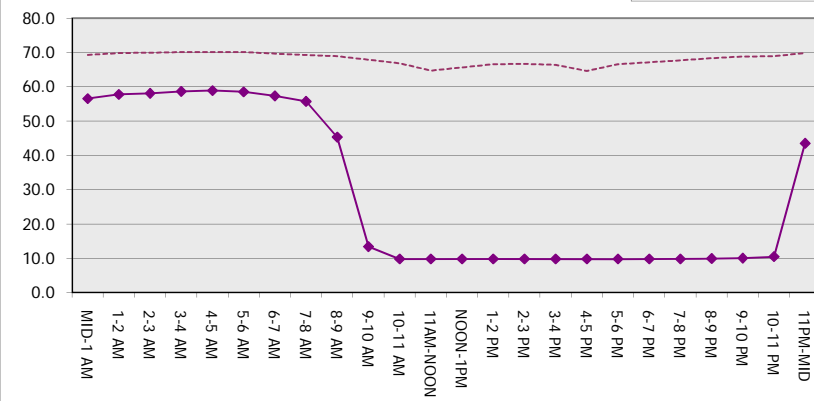
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**SUMMARY OF TRAFFIC MODEL OUTPUT**

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	1107	0.0	1500	1107	0	0.60	0	69.4	56.7	41.3	
1-2 AM	573	0.0	1500	573	0	0.54	0	70.0	58.2	43.2	
2-3 AM	399	0.0	1500	399	0	0.52	0	70.2	58.6	43.9	
3-4 AM	261	0.0	1500	261	0	0.50	0	70.2	58.9	44.5	
4-5 AM	277	0.0	1500	277	0	0.51	0	70.2	58.9	44.4	
5-6 AM	382	0.0	1500	382	0	0.52	0	70.2	58.7	44.0	
6-7 AM	843	0.0	1500	843	0	0.57	0	69.7	57.4	42.2	
7-8 AM	1239	0.0	1499	1239	0	0.75	0	69.2	54.0	37.4	
8-9 AM	1594	0.0	1499	1594	0	1.88	27	68.7	40.6	31.1	
9-10 AM	2235	0.0	1500	1782	453	12.71+	324	67.9	12.0	30.8	
10-11 AM	2956	0.0	1500	1500	1456	16.30+	400	67.1	9.7	30.8	
11AM-NOON	3785	0.0	1500	1500	2285	16.22+	400	65.0	9.7	30.8	
NOON-1PM	3841	0.0	1500	1500	2341	16.20+	400	64.6	9.7	30.8	
1-2 PM	3605	0.0	1500	1500	2105	16.27+	400	66.2	9.7	30.8	
2-3 PM	3685	0.0	1500	1500	2185	16.25+	400	65.7	9.7	30.8	
3-4 PM	3762	0.0	1500	1500	2262	16.22+	400	65.1	9.7	30.8	
4-5 PM	3474	0.0	1500	1500	1974	16.28+	400	66.4	9.7	30.8	
5-6 PM	3251	0.0	1500	1500	1751	16.29+	400	66.7	9.7	30.8	
6-7 PM	3768	0.0	1500	1500	2268	16.22+	400	65.1	9.7	30.8	
7-8 PM	2906	0.0	1500	1500	1406	16.31+	400	67.1	9.7	30.8	
8-9 PM	2167	0.0	1500	1500	667	16.34+	400	68.1	9.7	30.8	
9-10 PM	1794	0.0	1500	1500	294	16.36+	400	68.5	9.7	30.8	
10-11 PM	1188	0.0	1499	1188	0	10.28	270	69.2	14.3	33.2	
11PM-MID	672	0.0	1500	672	0	0.65	3	69.9	56.2	42.8	

+ 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	0.0246
MAIN ROUTE WITH WORKS	0.0121
'DIVERSION'	0.0245

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$189,171
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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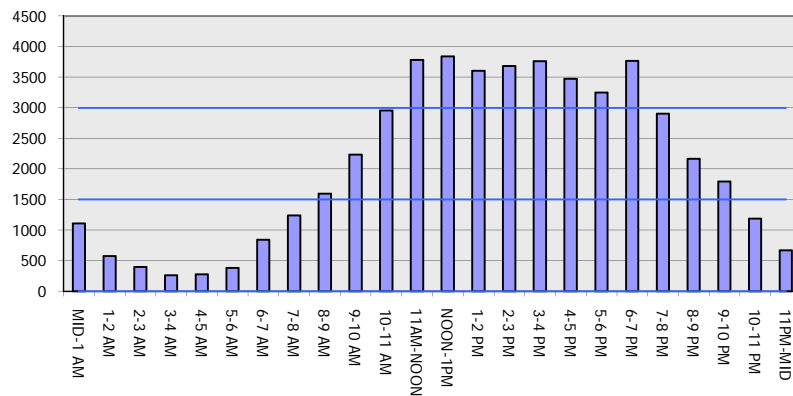
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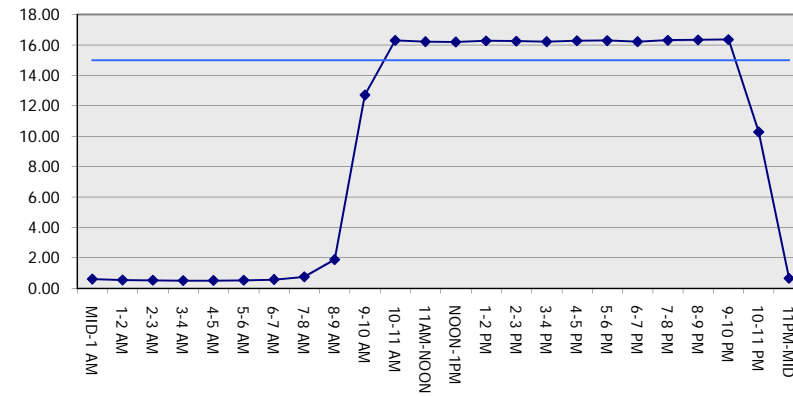
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY EASTBOUND DIRECTION**

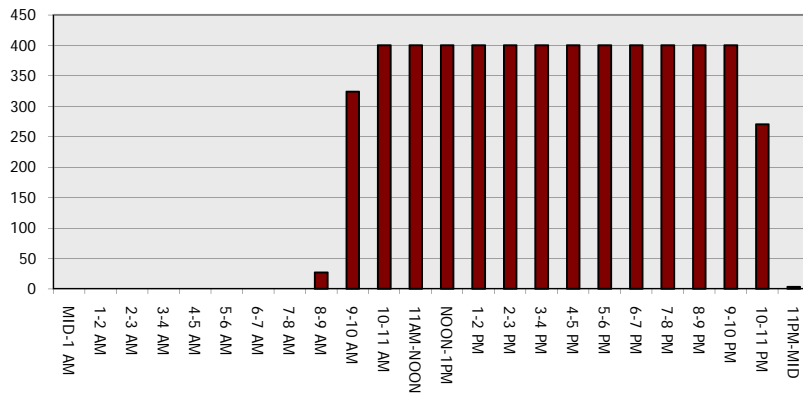
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

