

<b>IH 94: CTH O TO STH 100 (WAUKESHA COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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	487	0.0	OFF	487	0	0.00	0	70.1	70.1	70.1
1-2 AM	290	0.0	OFF	290	0	0.00	0	70.2	70.2	70.2
2-3 AM	272	0.0	OFF	272	0	0.00	0	70.2	70.2	70.2
3-4 AM	345	0.0	OFF	345	0	0.00	0	70.2	70.2	70.2
4-5 AM	713	0.0	OFF	713	0	0.00	0	69.9	69.9	69.9
5-6 AM	2019	0.0	OFF	2019	0	0.00	0	68.2	68.2	68.2
6-7 AM	4050	0.0	OFF	4050	0	0.00	0	63.2	63.2	63.2
7-8 AM	5016	0.0	OFF	5016	0	0.00	0	56.6	56.6	56.6
8-9 AM	4828	0.0	OFF	4828	0	0.00	0	57.9	57.9	57.9
9-10 AM	3654	0.0	OFF	3654	0	0.00	0	65.9	65.9	65.9
10-11 AM	3495	0.0	1499	1550	1945	16.47+	412	66.4	9.6	36.6
11AM-NOON	3846	0.0	1499	1698	2148	14.38+	378	64.6	10.7	35.8
NOON-1PM	4152	0.0	1499	1500	2652	15.78+	399	62.5	9.9	37.2
1-2 PM	4292	0.0	1500	1500	2792	15.73+	400	61.5	9.9	37.2
2-3 PM	4876	0.0	1500	1500	3376	15.52+	400	57.6	9.9	37.2
3-4 PM	5766	0.0	OFF	5766	0	1.42	130	51.5	36.9	36.9
4-5 PM	5664	0.0	OFF	5664	0	0.01	0	52.2	52.0	52.0
5-6 PM	5454	0.0	OFF	5454	0	0.00	0	53.6	53.6	53.6
6-7 PM	4386	0.0	OFF	4386	0	0.00	0	60.9	60.9	60.9
7-8 PM	2910	0.0	OFF	2910	0	0.00	0	67.1	67.1	67.1
8-9 PM	2270	0.0	OFF	2270	0	0.00	0	67.9	67.9	67.9
9-10 PM	2039	0.0	OFF	2039	0	0.00	0	68.2	68.2	68.2
10-11 PM	1476	0.0	OFF	1476	0	0.00	0	68.9	68.9	68.9
11PM-MID	1016	0.0	OFF	1016	0	0.00	0	69.5	69.5	69.5

"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	0.0362
MAIN ROUTE WITH WORKS	0.0293
'DIVERSION'	0.0148
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$71,269
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

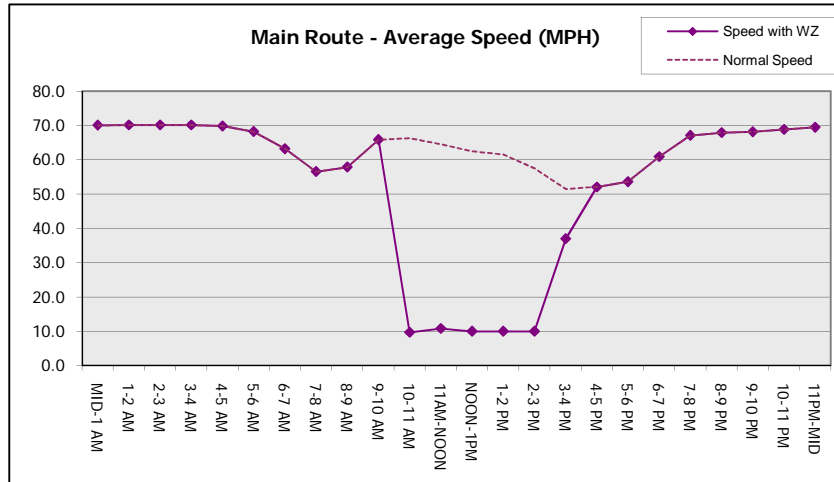
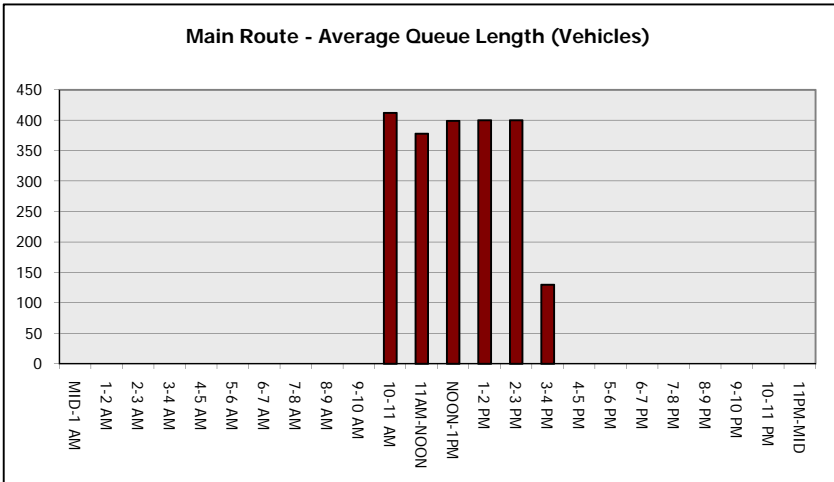
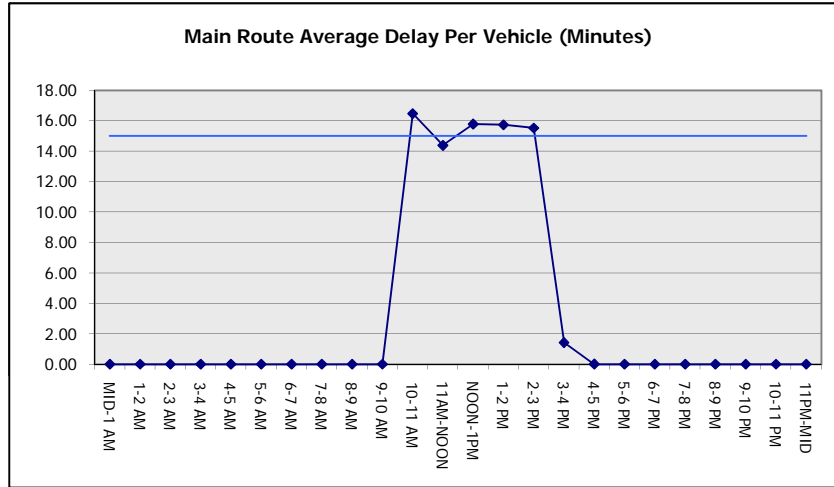
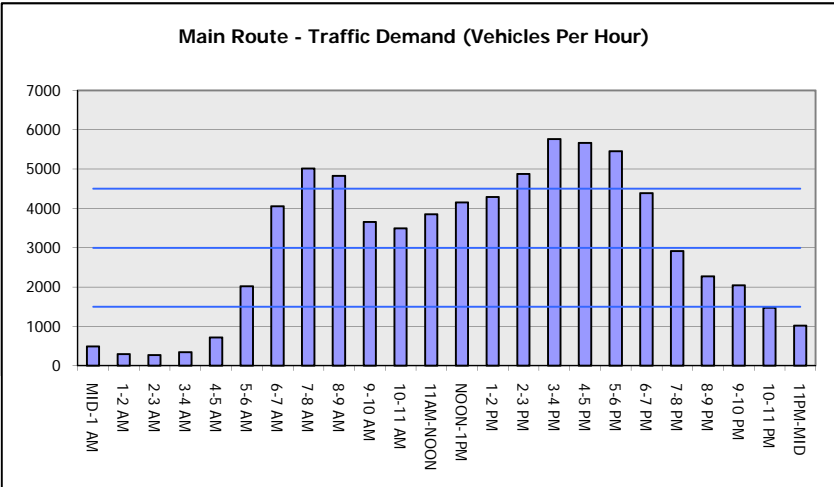
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**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

Analyzed for 2009  
 Construction Season

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

**MON-THUR WESTBOUND DIRECTION**



<b>IH 94: CTH O TO STH 100 (WAUKESHA COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
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**SUMMARY OF TRAFFIC MODEL OUTPUT**

MON-THUR                      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	481	0.0	OFF	481	0	0.00	0	70.1	70.1	70.1
1-2 AM	302	0.0	OFF	302	0	0.00	0	70.2	70.2	70.2
2-3 AM	257	0.0	OFF	257	0	0.00	0	70.2	70.2	70.2
3-4 AM	320	0.0	OFF	320	0	0.00	0	70.2	70.2	70.2
4-5 AM	614	0.0	OFF	614	0	0.00	0	70.0	70.0	70.0
5-6 AM	2068	0.0	OFF	2068	0	0.00	0	68.2	68.2	68.2
6-7 AM	5066	0.0	OFF	5066	0	0.00	0	56.3	56.3	56.3
7-8 AM	5380	0.0	OFF	5380	0	0.00	0	54.1	54.1	54.1
8-9 AM	5059	0.0	OFF	5059	0	0.00	0	56.3	56.3	56.3
9-10 AM	4289	0.0	OFF	4289	0	0.00	0	61.5	61.5	61.5
10-11 AM	3809	0.0	1499	1550	2259	16.41+	412	64.8	9.6	36.6
11AM-NOON	3964	0.0	1499	1716	2249	14.39+	378	63.8	10.7	35.7
NOON-1PM	4151	0.0	1499	1500	2651	15.84+	399	62.5	9.9	35.7
1-2 PM	4223	0.0	1500	1500	2723	15.82+	400	62.0	9.9	35.7
2-3 PM	4849	0.0	1500	1500	3349	15.60+	400	57.8	9.9	35.7
3-4 PM	5524	0.0	OFF	5524	0	0.86	74	53.1	42.6	42.6
4-5 PM	5528	0.0	OFF	5528	0	0.00	0	53.1	53.1	53.1
5-6 PM	5237	0.0	OFF	5237	0	0.00	0	55.1	55.1	55.1
6-7 PM	3902	0.0	OFF	3902	0	0.00	0	64.2	64.2	64.2
7-8 PM	2810	0.0	OFF	2810	0	0.00	0	67.3	67.3	67.3
8-9 PM	2489	0.0	OFF	2489	0	0.00	0	67.6	67.6	67.6
9-10 PM	2309	0.0	OFF	2309	0	0.00	0	67.9	67.9	67.9
10-11 PM	1630	0.0	OFF	1630	0	0.00	0	68.7	68.7	68.7
11PM-MID	1059	0.0	OFF	1059	0	0.00	0	69.4	69.4	69.4

"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	0.0372
MAIN ROUTE WITH WORKS	0.0301
'DIVERSION'	0.0151

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$71,849
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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

**MON-THUR EASTBOUND DIRECTION**

