

<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**

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	OFF	1123	0	0.00	0	69.4	69.4	69.4	
1-2 AM	704	0.0	OFF	704	0	0.00	0	69.9	69.9	69.9	
2-3 AM	594	0.0	OFF	594	0	0.00	0	70.0	70.0	70.0	
3-4 AM	383	0.0	OFF	383	0	0.00	0	70.2	70.2	70.2	
4-5 AM	262	0.0	OFF	262	0	0.00	0	70.2	70.2	70.2	
5-6 AM	424	0.0	OFF	424	0	0.00	0	70.2	70.2	70.2	
6-7 AM	856	0.0	OFF	856	0	0.00	0	69.7	69.7	69.7	
7-8 AM	1128	0.0	OFF	1128	0	0.00	0	69.3	69.3	69.3	
8-9 AM	1467	0.0	OFF	1467	0	0.00	0	68.9	68.9	68.9	
9-10 AM	2266	0.0	1499	1839	426	9.53+	264	67.9	15.2	30.8	
10-11 AM	3122	0.0	1499	1500	1622	16.30+	399	66.9	9.7	30.8	
11AM-NOON	3826	0.0	1500	1500	2326	16.20+	400	64.7	9.7	30.8	
NOON-1PM	3687	0.0	1500	1500	2187	16.24+	400	65.6	9.7	30.8	
1-2 PM	3372	0.0	1500	1500	1872	16.28+	400	66.6	9.7	30.8	
2-3 PM	3246	0.0	1500	1500	1746	16.29+	400	66.7	9.7	30.8	
3-4 PM	3524	0.0	1500	1500	2024	16.27+	400	66.4	9.7	30.8	
4-5 PM	3839	0.0	1500	1500	2339	16.20+	400	64.6	9.7	30.8	
5-6 PM	3288	0.0	1500	1500	1788	16.29+	400	66.6	9.7	30.8	
6-7 PM	2881	0.0	1500	1500	1381	16.31+	400	67.1	9.7	30.8	
7-8 PM	2403	0.0	OFF	2403	0	0.18	16	67.8	63.7	63.7	
8-9 PM	1830	0.0	OFF	1830	0	0.00	0	68.4	68.4	68.4	
9-10 PM	1495	0.0	OFF	1495	0	0.00	0	68.9	68.9	68.9	
10-11 PM	1437	0.0	OFF	1437	0	0.00	0	68.9	68.9	68.9	
11PM-MID	697	0.0	OFF	697	0	0.00	0	69.9	69.9	69.9	

"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	0.0236
MAIN ROUTE WITH WORKS	0.0139
'DIVERSION'	0.0202
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$145,687
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

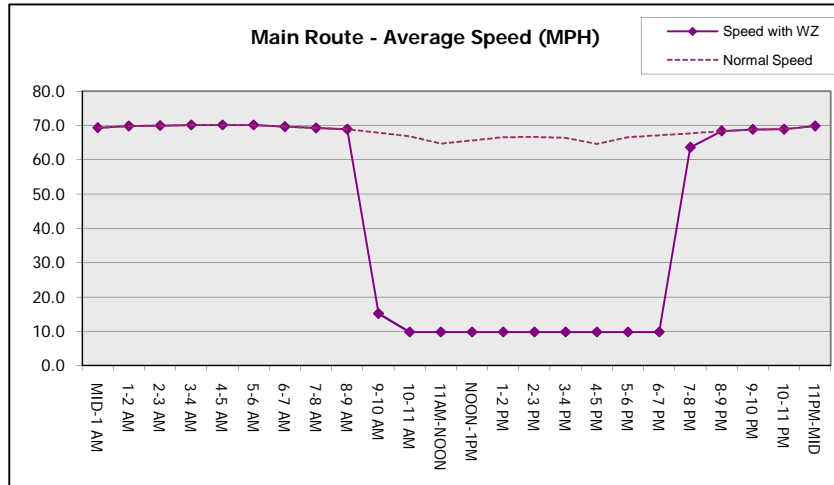
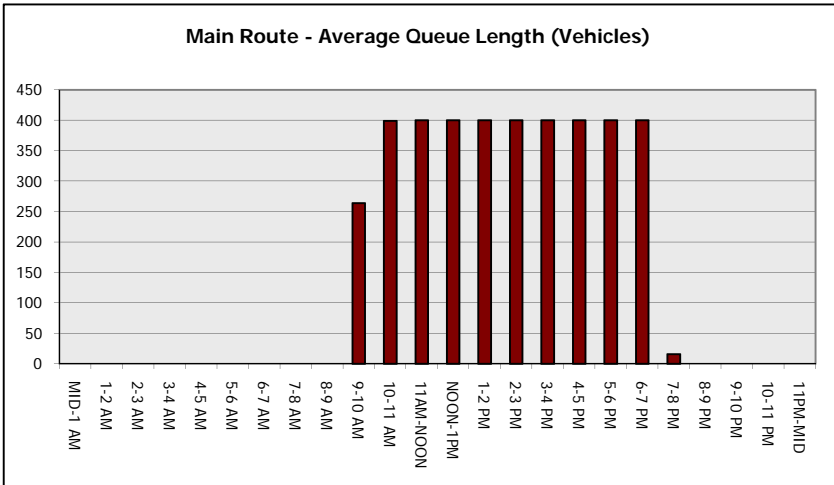
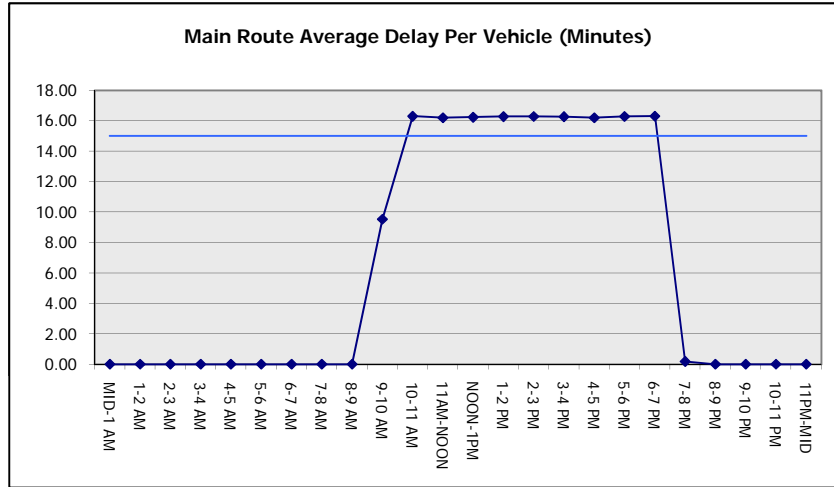
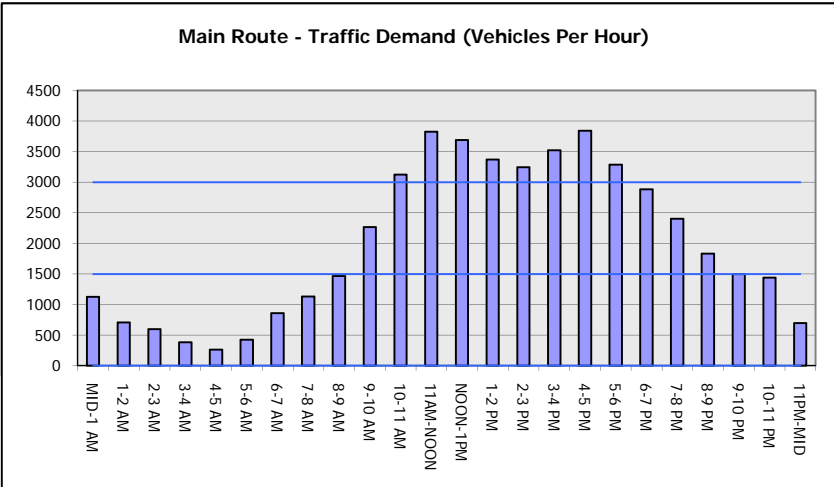
**IH 94: CTH O TO STH 100 (WAUKESHA COUNTY)**  
**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

Analyzed for 2009  
 Construction Season

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

**SUNDAY 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**

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	OFF	1107	0	0.00	0	69.4	69.4	69.4
1-2 AM	573	0.0	OFF	573	0	0.00	0	70.0	70.0	70.0
2-3 AM	399	0.0	OFF	399	0	0.00	0	70.2	70.2	70.2
3-4 AM	261	0.0	OFF	261	0	0.00	0	70.2	70.2	70.2
4-5 AM	277	0.0	OFF	277	0	0.00	0	70.2	70.2	70.2
5-6 AM	382	0.0	OFF	382	0	0.00	0	70.2	70.2	70.2
6-7 AM	843	0.0	OFF	843	0	0.00	0	69.7	69.7	69.7
7-8 AM	1239	0.0	OFF	1239	0	0.00	0	69.2	69.2	69.2
8-9 AM	1594	0.0	OFF	1594	0	0.00	0	68.7	68.7	68.7
9-10 AM	2235	0.0	1499	1847	388	9.57+	264	67.9	15.1	30.8
10-11 AM	2956	0.0	1499	1500	1456	16.30+	399	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	OFF	2906	0	0.21	19	67.1	62.3	62.3
8-9 PM	2167	0.0	OFF	2167	0	0.00	0	68.1	68.1	68.1
9-10 PM	1794	0.0	OFF	1794	0	0.00	0	68.5	68.5	68.5
10-11 PM	1188	0.0	OFF	1188	0	0.00	0	69.2	69.2	69.2
11PM-MID	672	0.0	OFF	672	0	0.00	0	69.9	69.9	69.9

"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	0.0246
MAIN ROUTE WITH WORKS	0.0142
'DIVERSION'	0.0217

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$151,641
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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 Construction Season

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

