

IH 94: CTH G TO STH 16 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	260	0.0	1500	260	0	0.50	0	70.2	61.0	44.5	
1-2 AM	194	0.0	1500	194	0	0.50	0	70.2	61.1	44.7	
2-3 AM	153	0.0	1500	153	0	0.49	0	70.2	61.2	44.9	
3-4 AM	191	0.0	1500	191	0	0.50	0	70.2	61.1	44.7	
4-5 AM	324	0.0	1500	324	0	0.51	0	70.2	60.9	44.2	
5-6 AM	747	0.0	1500	747	0	0.56	0	69.8	59.8	42.6	
6-7 AM	1690	0.0	1499	1690	0	2.40	49	68.6	40.2	30.9	
7-8 AM	2403	0.0	1500	1778	625	15.27+	379	67.8	12.5	31.2	
8-9 AM	2252	0.0	1499	1479	772	16.26+	398	67.9	11.9	30.8	
9-10 AM	1918	0.0	1499	1480	438	16.28+	398	68.4	11.9	30.8	
10-11 AM	1890	0.0	1500	1500	390	16.35+	400	68.4	11.9	30.8	
11AM-NOON	1998	0.0	1500	1500	498	16.35+	400	68.2	11.9	30.8	
NOON-1PM	2159	0.0	1500	1500	659	16.34+	400	68.1	11.9	30.8	
1-2 PM	2102	0.0	1500	1500	602	16.34+	400	68.1	11.9	30.8	
2-3 PM	2533	0.0	1500	1500	1033	16.31+	400	67.6	11.9	30.8	
3-4 PM	3262	0.0	1500	1500	1762	16.27+	400	66.7	11.9	30.8	
4-5 PM	3756	0.0	1500	1500	2256	16.19+	400	65.2	11.9	30.8	
5-6 PM	3708	0.0	1500	1500	2208	16.20+	400	65.5	11.9	30.8	
6-7 PM	2431	0.0	1500	1500	931	16.32+	400	67.7	11.9	30.8	
7-8 PM	1558	0.0	1499	1431	127	15.97+	389	68.8	12.1	30.8	
8-9 PM	1343	0.0	1499	1343	0	12.45	302	69.1	14.8	30.8	
9-10 PM	1091	0.0	1499	1091	0	2.24	65	69.4	41.7	37.9	
10-11 PM	690	0.0	1500	690	0	0.55	0	69.9	60.0	42.8	
11PM-MID	553	0.0	1500	553	0	0.54	0	70.0	60.3	43.3	

+ 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

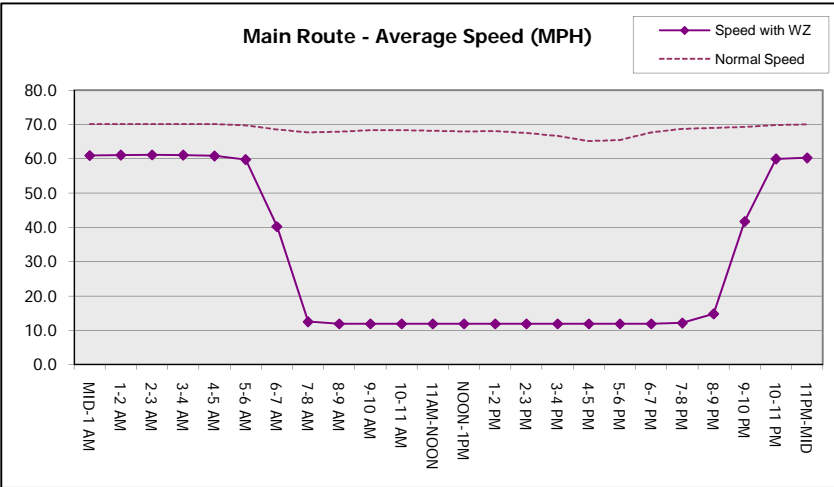
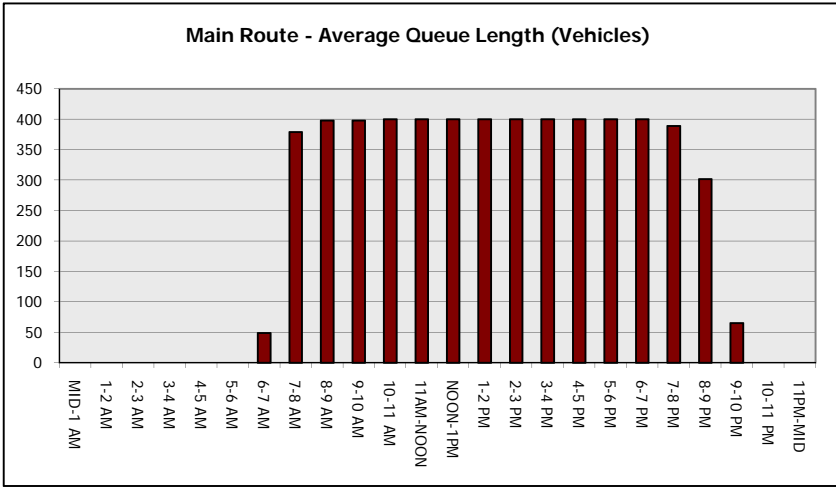
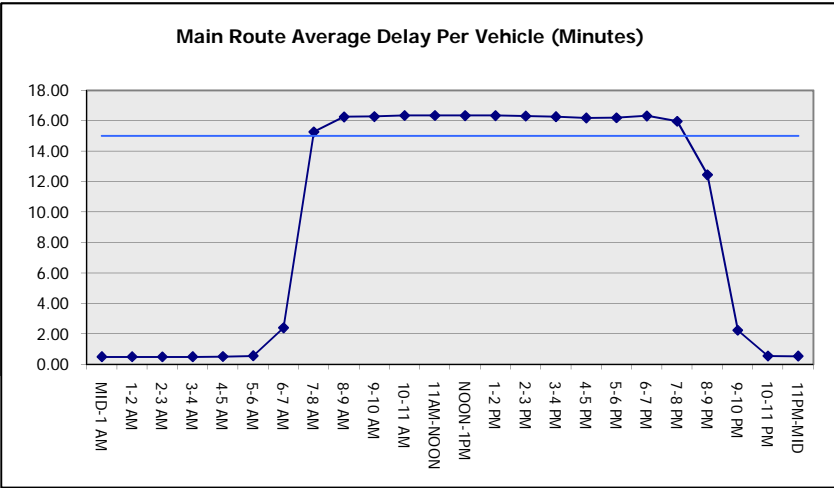
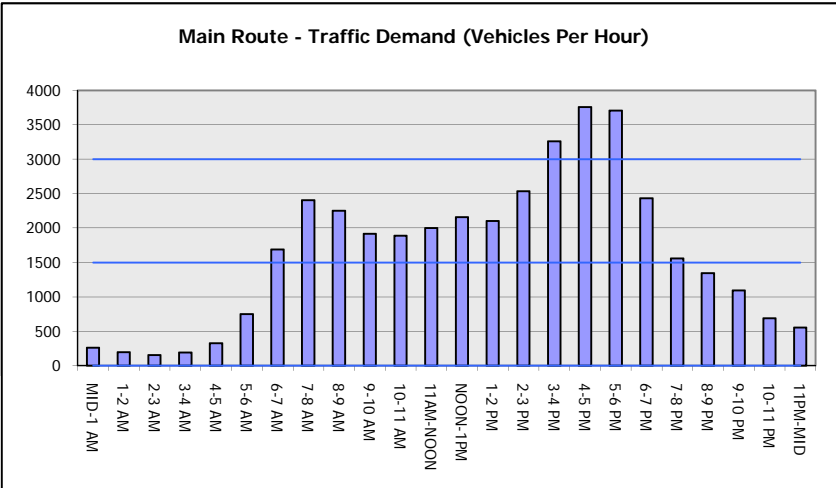
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0243
MAIN ROUTE WITH WORKS	0.0149
'DIVERSION'	0.0177
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$117,744
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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

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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION



IH 94: CTH G TO STH 16 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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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	212	0.0	1500	212	0	0.50	0	70.2	61.0	44.6	
1-2 AM	172	0.0	1500	172	0	0.49	0	70.2	61.1	44.8	
2-3 AM	184	0.0	1500	184	0	0.49	0	70.2	61.1	44.8	
3-4 AM	198	0.0	1500	198	0	0.50	0	70.2	61.1	44.7	
4-5 AM	424	0.0	1500	424	0	0.52	0	70.2	60.6	43.8	
5-6 AM	1330	0.0	1499	1330	0	1.33	17	69.1	49.6	36.2	
6-7 AM	2919	0.0	1500	1770	1150	13.88+	359	67.1	13.5	35.1	
7-8 AM	3967	0.0	1499	1500	2467	16.10+	399	63.8	11.9	30.8	
8-9 AM	2998	0.0	1500	1500	1498	16.28+	400	67.0	11.9	30.8	
9-10 AM	2123	0.0	1500	1508	615	16.30+	399	68.1	11.9	30.8	
10-11 AM	1899	0.0	1500	1514	385	16.29+	398	68.4	11.9	30.8	
11AM-NOON	1864	0.0	1499	1500	364	16.35+	399	68.4	11.9	30.8	
NOON-1PM	1880	0.0	1500	1500	380	16.35+	400	68.4	11.9	30.8	
1-2 PM	2011	0.0	1500	1500	511	16.35+	400	68.2	11.9	30.8	
2-3 PM	2195	0.0	1500	1500	695	16.33+	400	68.0	11.9	30.8	
3-4 PM	2430	0.0	1500	1500	930	16.32+	400	67.7	11.9	30.8	
4-5 PM	2497	0.0	1500	1500	997	16.31+	400	67.6	11.9	30.8	
5-6 PM	2617	0.0	1500	1500	1117	16.31+	400	67.5	11.9	30.8	
6-7 PM	1794	0.0	1500	1542	251	16.16+	394	68.5	12.0	30.8	
7-8 PM	1286	0.0	1499	1286	0	13.01+	320	69.1	14.3	30.9	
8-9 PM	1082	0.0	1499	1082	0	1.86	49	69.4	44.8	38.8	
9-10 PM	938	0.0	1500	938	0	0.58	0	69.6	59.3	41.9	
10-11 PM	654	0.0	1500	654	0	0.55	0	69.9	60.1	42.9	
11PM-MID	404	0.0	1500	404	0	0.52	0	70.2	60.7	43.9	

+ 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	0.0148
'DIVERSION'	0.0163

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$113,516
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

