

**IH 94: CTH G TO STH 16 (WAUKESHA COUNTY)  
CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
Analyzed for 2009  
Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**  
SATURDAY 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	564	0.0	1500	564	0	0.54	0	70.0	60.3	43.3	
1-2 AM	320	0.0	1500	320	0	0.51	0	70.2	60.9	44.2	
2-3 AM	251	0.0	1500	251	0	0.50	0	70.2	61.0	44.5	
3-4 AM	211	0.0	1500	211	0	0.50	0	70.2	61.0	44.6	
4-5 AM	281	0.0	1500	281	0	0.51	0	70.2	60.9	44.3	
5-6 AM	544	0.0	1500	544	0	0.54	0	70.0	60.4	43.3	
6-7 AM	1097	0.0	1499	1097	0	0.67	0	69.4	57.8	39.4	
7-8 AM	1757	0.0	1499	1757	0	3.57	86	68.6	33.5	30.8	
8-9 AM	2453	0.0	1499	1647	806	15.77+	387	67.7	12.2	30.8	
9-10 AM	2892	0.0	1500	1500	1392	16.29+	400	67.1	11.9	30.8	
10-11 AM	3088	0.0	1500	1500	1588	16.28+	400	66.9	11.9	30.8	
11AM-NOON	3063	0.0	1500	1500	1563	16.28+	400	66.9	11.9	30.8	
NOON-1PM	3156	0.0	1500	1500	1656	16.27+	400	66.8	11.9	30.8	
1-2 PM	2869	0.0	1500	1500	1369	16.29+	400	67.2	11.9	30.8	
2-3 PM	2871	0.0	1500	1500	1371	16.29+	400	67.2	11.9	30.8	
3-4 PM	2884	0.0	1500	1500	1384	16.29+	400	67.1	11.9	30.8	
4-5 PM	2713	0.0	1500	1500	1213	16.30+	400	67.4	11.9	30.8	
5-6 PM	2381	0.0	1500	1500	881	16.32+	400	67.8	11.9	30.8	
6-7 PM	2038	0.0	1500	1500	538	16.34+	400	68.2	11.9	30.8	
7-8 PM	1728	0.0	1500	1500	228	16.36+	400	68.6	11.9	30.8	
8-9 PM	1554	0.0	1500	1497	57	16.36+	399	68.8	11.9	30.8	
9-10 PM	1480	0.0	1499	1477	2	16.15+	394	68.9	12.0	30.8	
10-11 PM	1389	0.0	1499	1389	0	13.85	335	69.0	13.6	30.8	
11PM-MID	1059	0.0	1499	1059	0	2.97	100	69.4	36.9	37.4	

+ 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	0.0265
MAIN ROUTE WITH WORKS	0.0159
'DIVERSION'	0.0202

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

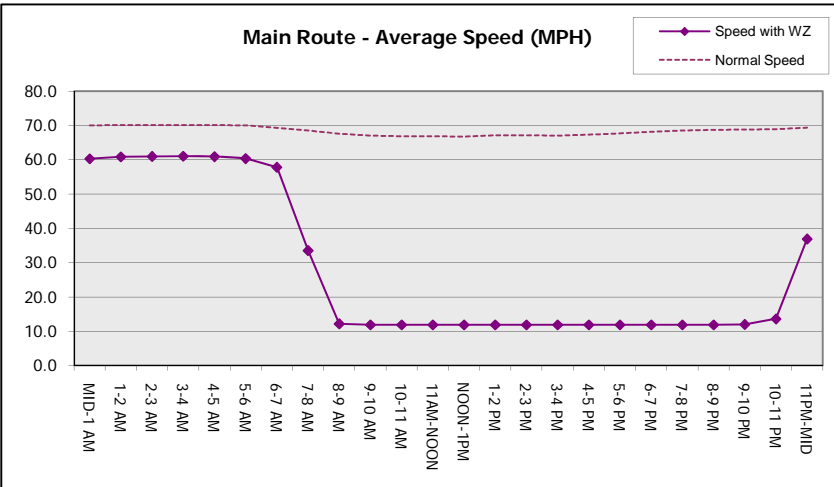
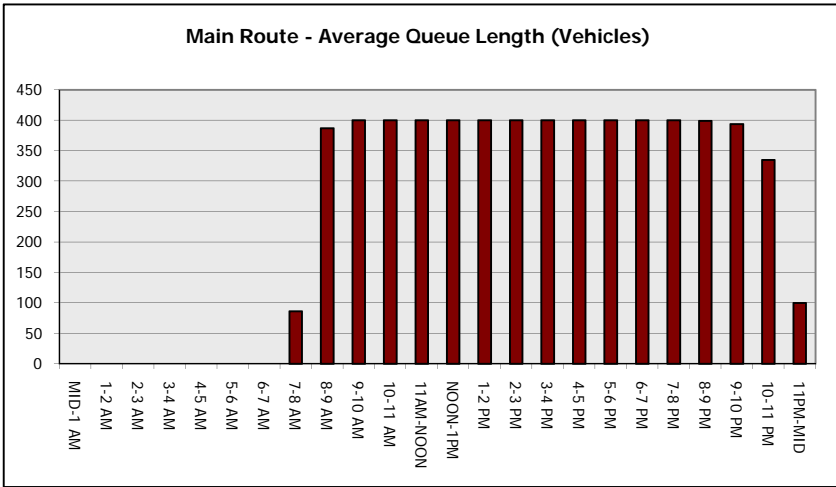
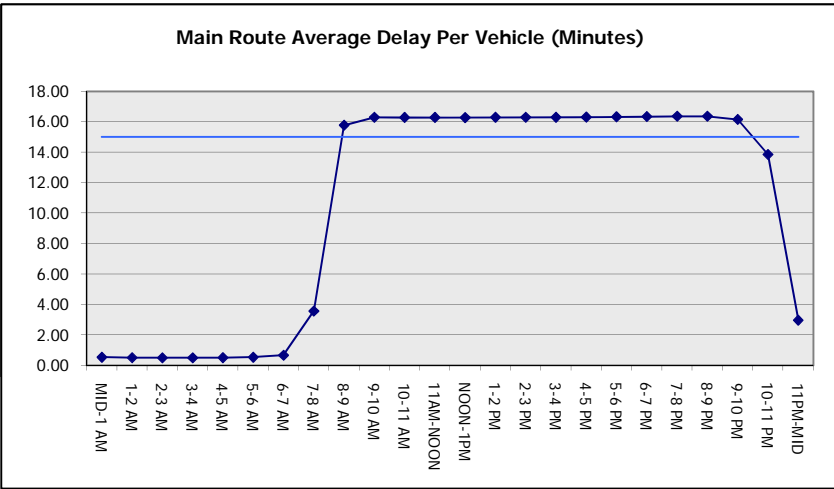
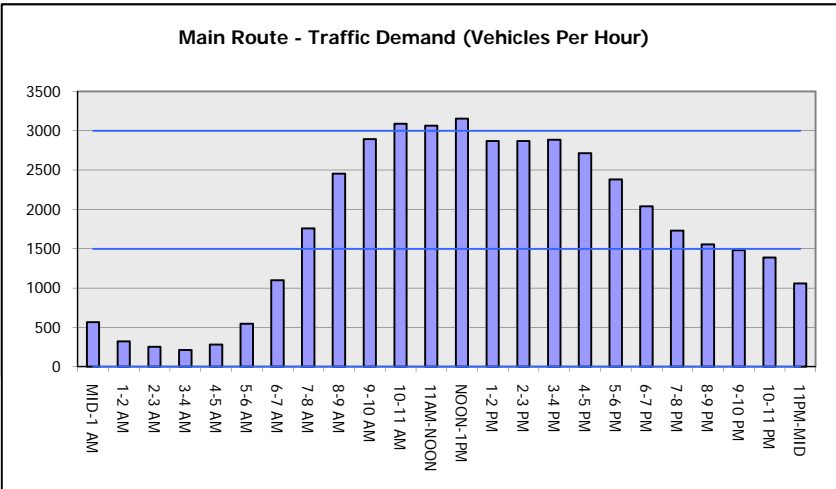
ROAD USER COSTS PER DAY	\$166,211
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY WESTBOUND DIRECTION**



<b>IH 94: CTH G TO STH 16 (WAUKESHA COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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	583	0.0	1500	583	0	0.54	0	70.0	60.2	43.2	
1-2 AM	320	0.0	1500	320	0	0.51	0	70.2	60.9	44.2	
2-3 AM	207	0.0	1500	207	0	0.50	0	70.2	61.0	44.6	
3-4 AM	196	0.0	1500	196	0	0.50	0	70.2	61.1	44.7	
4-5 AM	275	0.0	1500	275	0	0.51	0	70.2	60.9	44.4	
5-6 AM	459	0.0	1500	459	0	0.53	0	70.2	60.5	43.7	
6-7 AM	636	0.0	1500	636	0	0.55	0	69.9	60.1	43.0	
7-8 AM	1017	0.0	1499	1017	0	0.59	0	69.5	59.1	41.6	
8-9 AM	1460	0.0	1499	1460	0	1.36	11	68.9	49.2	32.8	
9-10 AM	2088	0.0	1500	1850	238	10.00+	268	68.1	17.4	30.8	
10-11 AM	2550	0.0	1499	1500	1050	16.31+	399	67.6	11.9	30.8	
11AM-NOON	2639	0.0	1500	1500	1139	16.31+	400	67.4	11.9	30.8	
NOON-1PM	2922	0.0	1500	1500	1422	16.29+	400	67.1	11.9	30.8	
1-2 PM	2971	0.0	1500	1500	1471	16.28+	400	67.1	11.9	30.8	
2-3 PM	2883	0.0	1500	1500	1383	16.29+	400	67.1	11.9	30.8	
3-4 PM	2097	0.0	1500	1500	597	16.34+	400	68.1	11.9	30.8	
4-5 PM	3478	0.0	1500	1500	1978	16.25+	400	66.4	11.9	30.8	
5-6 PM	2863	0.0	1500	1500	1363	16.29+	400	67.2	11.9	30.8	
6-7 PM	2300	0.0	1500	1500	800	16.33+	400	67.9	11.9	30.8	
7-8 PM	1873	0.0	1500	1500	373	16.35+	400	68.4	11.9	30.8	
8-9 PM	1760	0.0	1500	1500	260	16.36+	400	68.6	11.9	30.8	
9-10 PM	1584	0.0	1500	1500	84	16.37+	400	68.7	11.9	30.8	
10-11 PM	1325	0.0	1499	1325	0	13.32	325	69.1	14.0	30.8	
11PM-MID	1039	0.0	1499	1039	0	2.17	65	69.4	42.2	38.5	

+ 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	0.0245
MAIN ROUTE WITH WORKS	0.0152
'DIVERSION'	0.0175

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$147,005
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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

