

IH 94: CTH G TO STH 16 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	266	0.0	1500	266	0	0.50	0	70.2	60.9	44.4	
1-2 AM	183	0.0	1500	183	0	0.49	0	70.2	61.1	44.8	
2-3 AM	150	0.0	1500	150	0	0.49	0	70.2	61.2	44.9	
3-4 AM	208	0.0	1500	208	0	0.50	0	70.2	61.0	44.6	
4-5 AM	354	0.0	1500	354	0	0.52	0	70.2	60.8	44.1	
5-6 AM	773	0.0	1500	773	0	0.56	0	69.8	59.7	42.5	
6-7 AM	1737	0.0	1499	1737	0	3.02	69	68.6	36.4	30.8	
7-8 AM	2330	0.0	1499	1705	626	15.59+	383	67.8	12.3	30.8	
8-9 AM	2259	0.0	1500	1500	759	16.33+	400	67.9	11.9	30.8	
9-10 AM	1866	0.0	1500	1480	386	16.27+	397	68.4	11.9	30.8	
10-11 AM	1818	0.0	1499	1500	318	16.36+	399	68.5	11.9	30.8	
11AM-NOON	1959	0.0	1500	1500	459	16.35+	400	68.3	11.9	30.8	
NOON-1PM	2134	0.0	1500	1500	634	16.34+	400	68.1	11.9	30.8	
1-2 PM	2168	0.0	1500	1500	668	16.34+	400	68.1	11.9	30.8	
2-3 PM	2630	0.0	1500	1500	1130	16.31+	400	67.4	11.9	30.8	
3-4 PM	3319	0.0	1500	1500	1819	16.26+	400	66.6	11.9	30.8	
4-5 PM	3870	0.0	1500	1500	2370	16.14+	400	64.4	11.9	30.8	
5-6 PM	3718	0.0	1500	1500	2218	16.20+	400	65.5	11.9	30.8	
6-7 PM	2408	0.0	1500	1500	908	16.32+	400	67.8	11.9	30.8	
7-8 PM	1526	0.0	1499	1432	94	16.06+	392	68.8	12.0	30.8	
8-9 PM	1194	0.0	1499	1194	0	8.31	216	69.2	20.0	32.8	
9-10 PM	1034	0.0	1500	1034	0	0.68	2	69.4	57.8	41.5	
10-11 PM	740	0.0	1500	740	0	0.56	0	69.8	59.9	42.6	
11PM-MID	496	0.0	1500	496	0	0.53	0	70.1	60.5	43.5	

+ 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	0.0243
MAIN ROUTE WITH WORKS	0.0148
'DIVERSION'	0.0178
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$116,185
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)**

OCTOBER

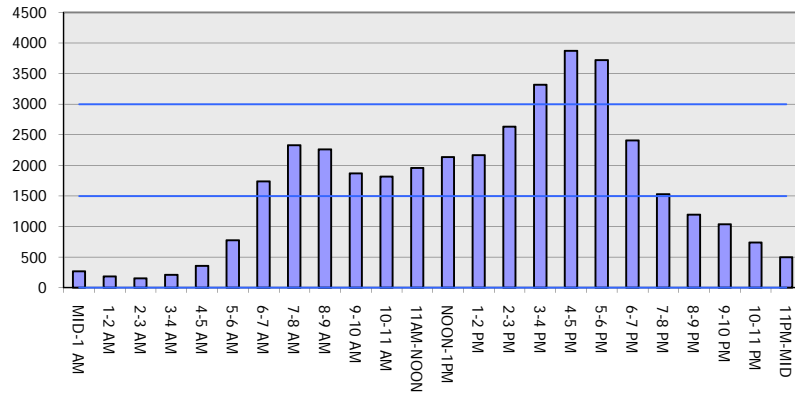
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

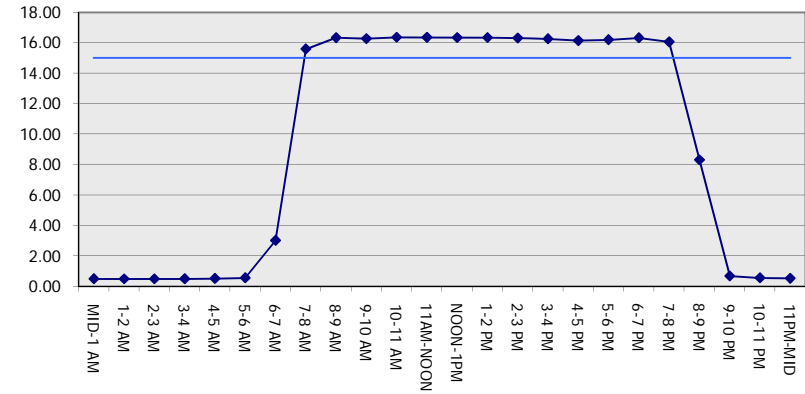
MON-THUR

WESTBOUND DIRECTION

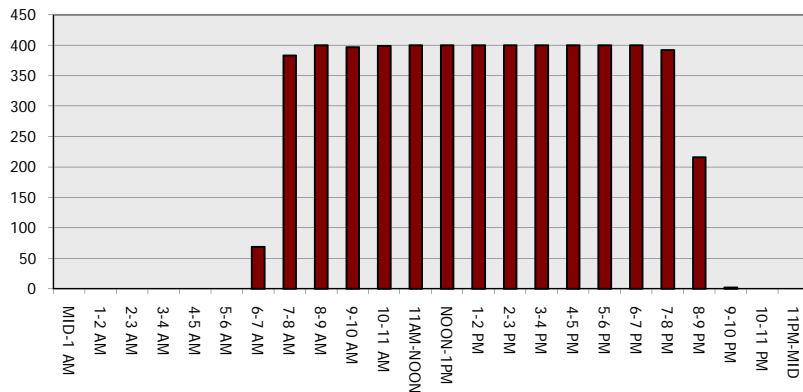
Main Route - Traffic Demand (Vehicles Per Hour)



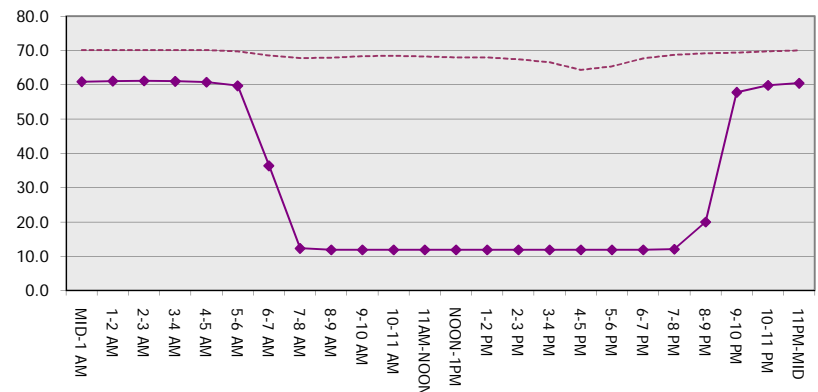
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	194	0.0	1500	194	0	0.50	0	70.2	61.1	44.7
1-2 AM	167	0.0	1500	167	0	0.49	0	70.2	61.2	44.8
2-3 AM	163	0.0	1500	163	0	0.49	0	70.2	61.2	44.8
3-4 AM	187	0.0	1500	187	0	0.50	0	70.2	61.1	44.7
4-5 AM	501	0.0	1500	501	0	0.53	0	70.1	60.4	43.5
5-6 AM	1380	0.0	1499	1380	0	1.47	23	69.0	48.1	36.1
6-7 AM	2946	0.0	1500	1702	1244	14.22+	370	67.1	13.2	35.4
7-8 AM	3978	0.0	1499	1500	2478	15.95+	399	63.7	11.9	33.5
8-9 AM	3055	0.0	1500	1500	1555	16.12+	400	66.9	11.9	33.5
9-10 AM	2210	0.0	1500	1543	667	16.17+	395	68.0	11.9	30.8
10-11 AM	1911	0.0	1500	1524	387	16.25+	397	68.4	11.9	30.8
11AM-NOON	1933	0.0	1500	1500	433	16.35+	400	68.3	11.9	30.8
NOON-1PM	1983	0.0	1500	1500	483	16.35+	400	68.2	11.9	30.8
1-2 PM	2072	0.0	1500	1500	572	16.34+	400	68.2	11.9	30.8
2-3 PM	2212	0.0	1500	1500	712	16.33+	400	68.0	11.9	30.8
3-4 PM	2407	0.0	1500	1500	907	16.32+	400	67.8	11.9	30.8
4-5 PM	2611	0.0	1500	1500	1111	16.31+	400	67.5	11.9	30.8
5-6 PM	2650	0.0	1500	1500	1150	16.30+	400	67.4	11.9	30.8
6-7 PM	1818	0.0	1500	1546	272	16.14+	394	68.5	12.0	30.8
7-8 PM	1128	0.0	1499	1128	0	9.01	247	69.3	18.9	34.0
8-9 PM	973	0.0	1500	973	0	0.62	1	69.6	58.6	41.8
9-10 PM	856	0.0	1500	856	0	0.57	0	69.7	59.6	42.2
10-11 PM	653	0.0	1500	653	0	0.55	0	69.9	60.1	42.9
11PM-MID	399	0.0	1500	399	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	0.0238
MAIN ROUTE WITH WORKS	0.0147
'DIVERSION'	0.0172

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$113,519
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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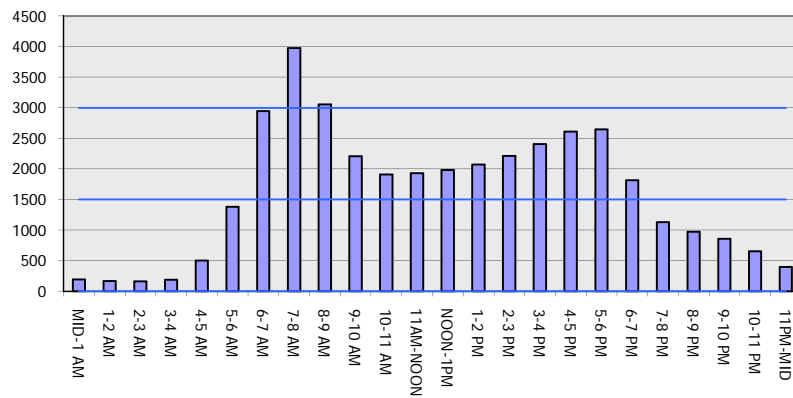
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

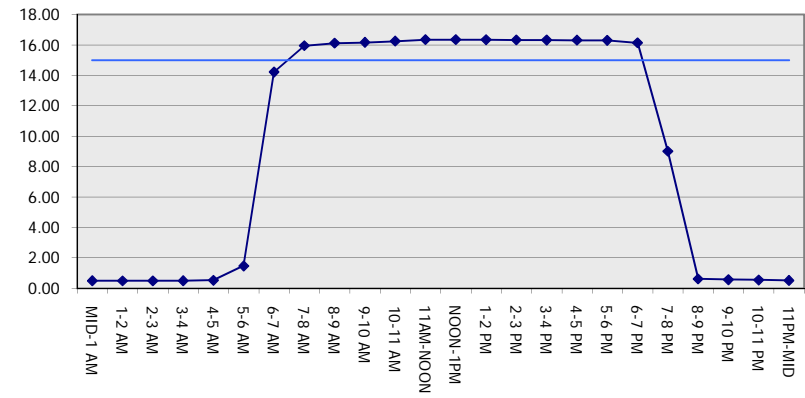
MON-THUR

EASTBOUND DIRECTION

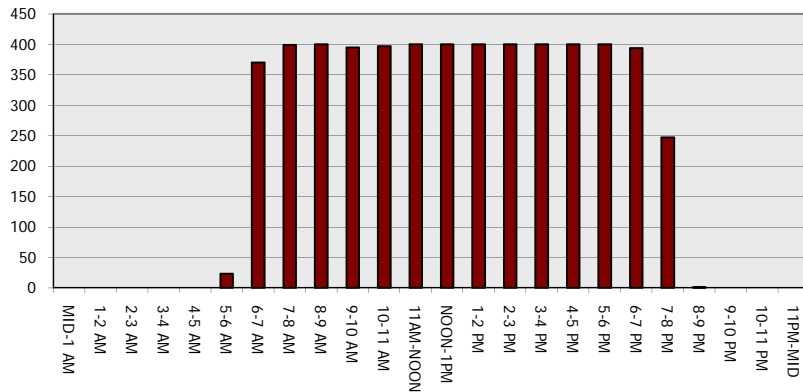
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

