

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

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	444	0.0	1500	444	0	0.53	0	70.2	60.6	43.7	
1-2 AM	254	0.0	1500	254	0	0.50	0	70.2	61.0	44.5	
2-3 AM	230	0.0	1500	230	0	0.50	0	70.2	61.0	44.6	
3-4 AM	227	0.0	1500	227	0	0.50	0	70.2	61.0	44.6	
4-5 AM	280	0.0	1500	280	0	0.51	0	70.2	60.9	44.3	
5-6 AM	542	0.0	1500	542	0	0.54	0	70.0	60.4	43.3	
6-7 AM	1163	0.0	1499	1163	0	0.79	0	69.3	56.1	36.9	
7-8 AM	2856	0.0	1499	1973	883	12.59+	318	67.2	14.5	30.8	
8-9 AM	4447	0.0	1500	1500	2947	15.90+	400	60.5	11.9	30.8	
9-10 AM	2829	0.0	1500	1500	1329	16.29+	400	67.2	11.9	30.8	
10-11 AM	2506	0.0	1500	1500	1006	16.31+	400	67.6	11.9	30.8	
11AM-NOON	2386	0.0	1500	1500	886	16.32+	400	67.8	11.9	30.8	
NOON-1PM	2570	0.0	1500	1500	1070	16.31+	400	67.6	11.9	30.8	
1-2 PM	2470	0.0	1500	1500	970	16.32+	400	67.7	11.9	30.8	
2-3 PM	2518	0.0	1500	1500	1018	16.31+	400	67.6	11.9	30.8	
3-4 PM	2646	0.0	1500	1500	1146	16.31+	400	67.4	11.9	30.8	
4-5 PM	2470	0.0	1500	1500	970	16.32+	400	67.7	11.9	30.8	
5-6 PM	2076	0.0	1499	1475	601	16.25+	397	68.1	11.9	30.8	
6-7 PM	1771	0.0	1499	1469	301	16.24+	396	68.6	11.9	30.8	
7-8 PM	1407	0.0	1499	1375	32	14.95+	364	69.0	12.7	30.8	
8-9 PM	1065	0.0	1499	1065	0	3.09	106	69.4	36.2	37.8	
9-10 PM	1066	0.0	1500	1066	0	0.59	0	69.4	59.0	41.4	
10-11 PM	1073	0.0	1500	1073	0	0.59	0	69.4	59.0	41.4	
11PM-MID	653	0.0	1500	653	0	0.55	0	69.9	60.1	42.9	

+ 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	0.0248
MAIN ROUTE WITH WORKS	0.0149
'DIVERSION'	0.0189
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$145,803
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)**

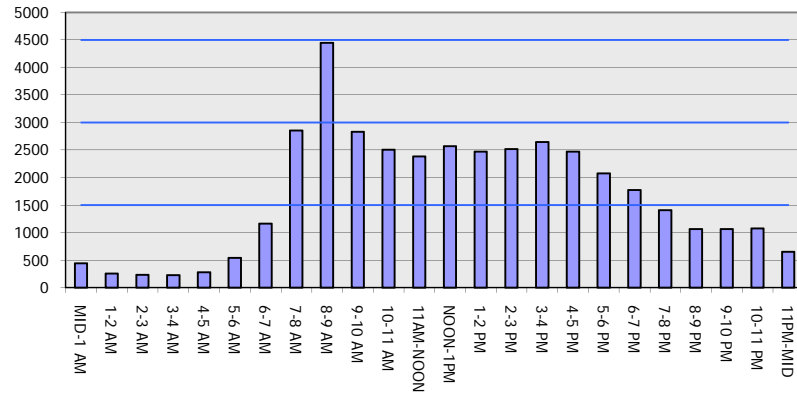
OCTOBER

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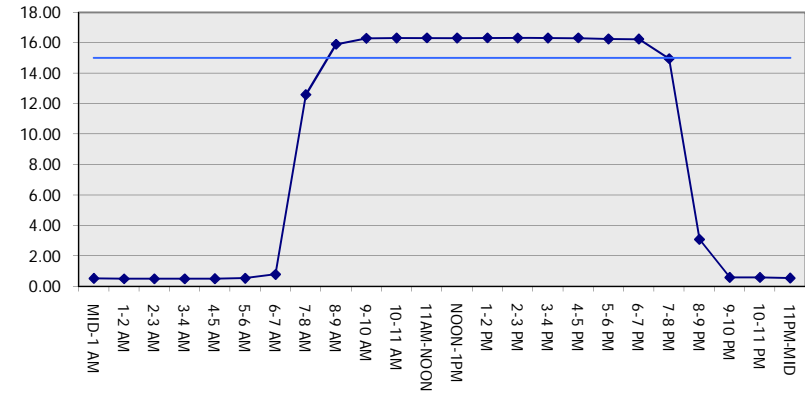
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

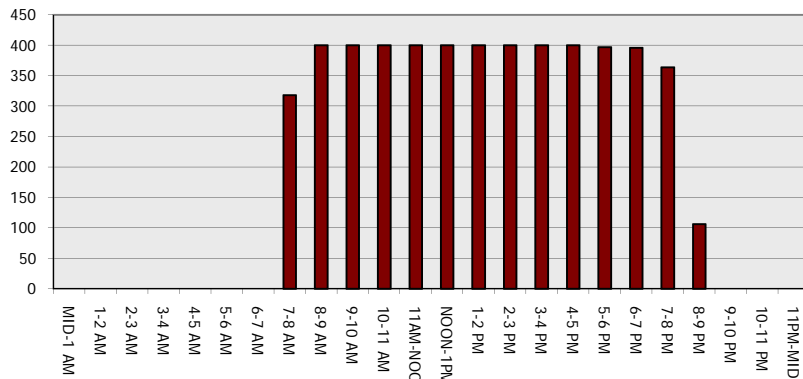
Main Route - Traffic Demand (Vehicles Per Hour)



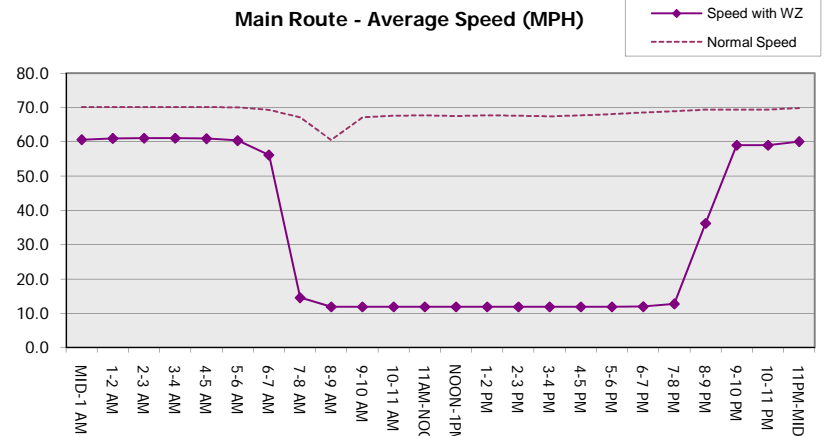
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	378	0.0	1500	378	0	0.52	0	70.2	60.7	44.0	
1-2 AM	234	0.0	1500	234	0	0.50	0	70.2	61.0	44.5	
2-3 AM	206	0.0	1500	206	0	0.50	0	70.2	61.0	44.6	
3-4 AM	165	0.0	1500	165	0	0.49	0	70.2	61.2	44.8	
4-5 AM	258	0.0	1500	258	0	0.50	0	70.2	61.0	44.5	
5-6 AM	434	0.0	1500	434	0	0.53	0	70.2	60.6	43.8	
6-7 AM	773	0.0	1500	773	0	0.56	0	69.8	59.7	42.5	
7-8 AM	1032	0.0	1499	1032	0	0.59	0	69.4	59.1	41.5	
8-9 AM	1489	0.0	1499	1489	0	1.41	11	68.9	48.6	32.0	
9-10 AM	1875	0.0	1500	1875	0	8.11	213	68.4	20.3	30.8	
10-11 AM	2159	0.0	1499	1500	659	16.34+	399	68.1	11.9	30.8	
11AM-NOON	2306	0.0	1500	1500	806	16.33+	400	67.9	11.9	30.8	
NOON-1PM	2433	0.0	1500	1500	933	16.32+	400	67.7	11.9	30.8	
1-2 PM	2431	0.0	1500	1500	931	16.32+	400	67.7	11.9	30.8	
2-3 PM	2477	0.0	1500	1500	977	16.32+	400	67.6	11.9	30.8	
3-4 PM	3463	0.0	1500	1500	1963	16.25+	400	66.4	11.9	30.8	
4-5 PM	3838	0.0	1500	1500	2338	16.15+	400	64.6	11.9	30.8	
5-6 PM	3448	0.0	1500	1500	1948	16.25+	400	66.4	11.9	30.8	
6-7 PM	2678	0.0	1500	1500	1178	16.30+	400	67.4	11.9	30.8	
7-8 PM	1843	0.0	1500	1495	348	16.33+	399	68.4	11.9	30.8	
8-9 PM	1395	0.0	1499	1368	27	14.79+	360	69.0	12.9	30.8	
9-10 PM	1235	0.0	1499	1235	0	6.65	169	69.2	23.3	32.9	
10-11 PM	865	0.0	1500	865	0	0.59	0	69.7	59.3	42.2	
11PM-MID	630	0.0	1500	630	0	0.55	0	69.9	60.1	43.0	

+ 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	0.0144
'DIVERSION'	0.0174

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$134,785
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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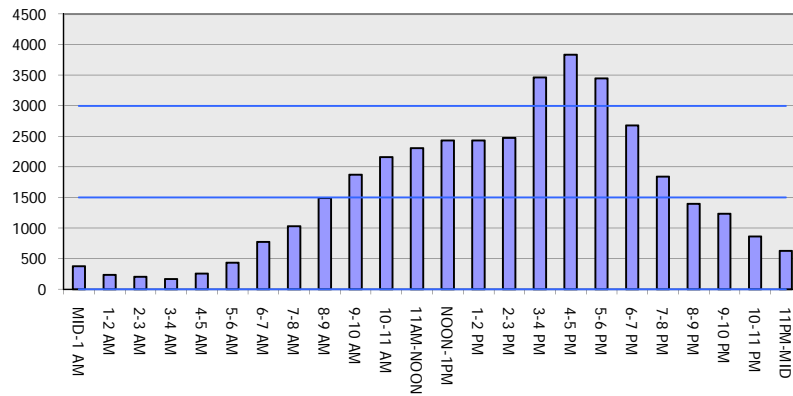
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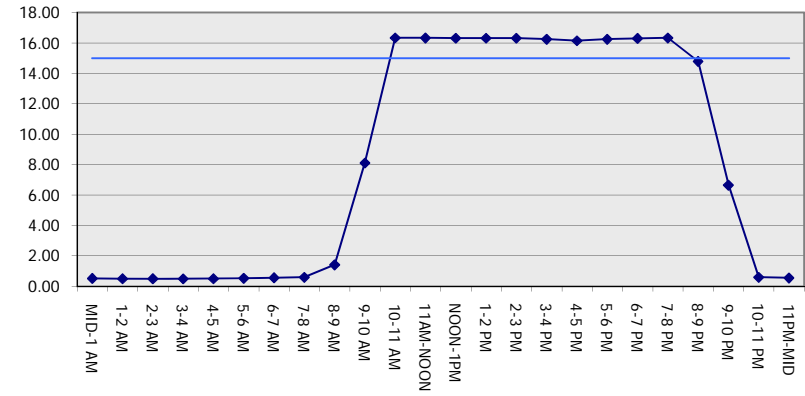
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

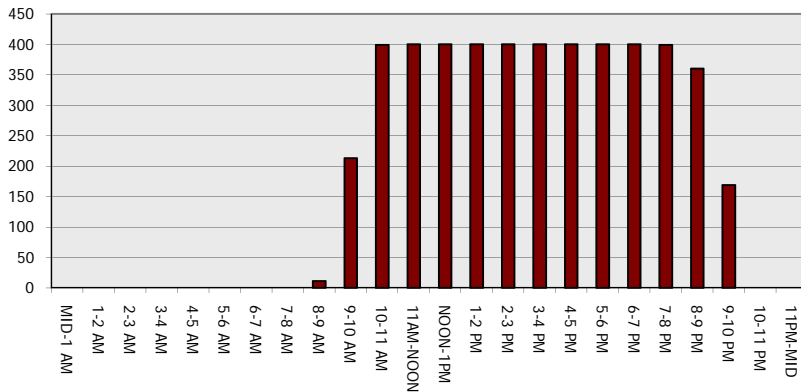
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

