

<b>IH 94: CTH G TO STH 16 (WAUKESHA COUNTY)                  CONTINUOUS (24 HOUR) 2 LANE CLOSURE                  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	419	0.0	1500	419	0	0.52	0	70.2	60.7	43.8	
1-2 AM	222	0.0	1500	222	0	0.50	0	70.2	61.0	44.6	
2-3 AM	172	0.0	1500	172	0	0.49	0	70.2	61.1	44.8	
3-4 AM	100	0.0	1500	100	0	0.48	0	70.2	61.3	45.1	
4-5 AM	130	0.0	1500	130	0	0.49	0	70.2	61.2	45.0	
5-6 AM	238	0.0	1500	238	0	0.50	0	70.2	61.0	44.5	
6-7 AM	472	0.0	1500	472	0	0.53	0	70.2	60.5	43.6	
7-8 AM	758	0.0	1500	758	0	0.56	0	69.8	59.8	42.5	
8-9 AM	1152	0.0	1499	1152	0	0.68	0	69.3	57.7	39.2	
9-10 AM	1505	0.0	1499	1505	0	1.50	14	68.9	47.8	31.9	
10-11 AM	2040	0.0	1500	1856	184	10.08+	268	68.2	17.3	30.8	
11AM-NOON	2448	0.0	1500	1500	948	16.32+	400	67.7	11.9	30.8	
NOON-1PM	2438	0.0	1500	1500	938	16.32+	400	67.7	11.9	30.8	
1-2 PM	2561	0.0	1500	1500	1061	16.31+	400	67.6	11.9	30.8	
2-3 PM	2177	0.0	1500	1500	677	16.33+	400	68.0	11.9	30.8	
3-4 PM	2597	0.0	1500	1500	1097	16.31+	400	67.5	11.9	30.8	
4-5 PM	2498	0.0	1500	1500	998	16.31+	400	67.6	11.9	30.8	
5-6 PM	2074	0.0	1500	1500	574	16.34+	400	68.2	11.9	30.8	
6-7 PM	1663	0.0	1500	1487	176	16.31+	398	68.7	11.9	30.8	
7-8 PM	1279	0.0	1499	1279	0	12.73+	314	69.1	14.5	31.1	
8-9 PM	861	0.0	1500	861	0	1.19	27	69.7	51.4	42.0	
9-10 PM	778	0.0	1500	778	0	0.56	0	69.7	59.7	42.5	
10-11 PM	563	0.0	1500	563	0	0.54	0	70.0	60.3	43.3	
11PM-MID	384	0.0	1500	384	0	0.52	0	70.2	60.7	44.0	

+ 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	0.0183
MAIN ROUTE WITH WORKS	0.0127
'DIVERSION'	0.0096
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$96,381
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

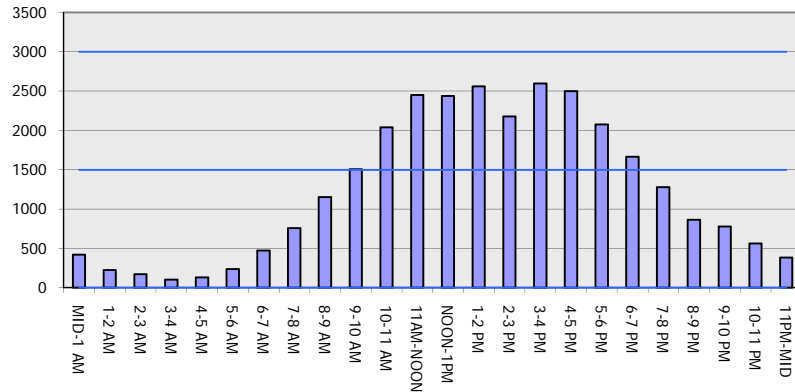
**OCTOBER**

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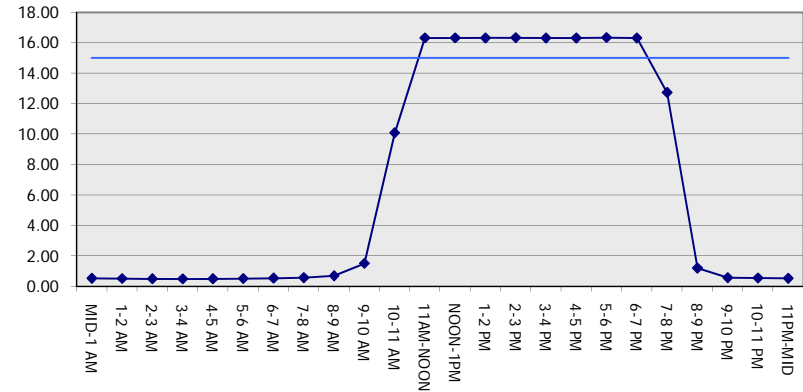
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY WESTBOUND DIRECTION**

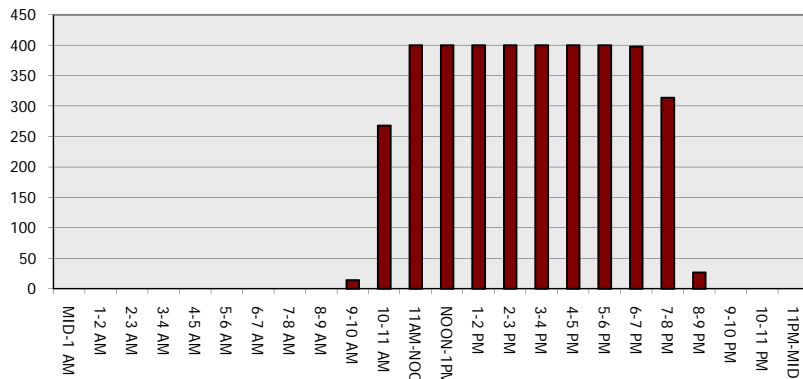
**Main Route - Traffic Demand (Vehicles Per Hour)**



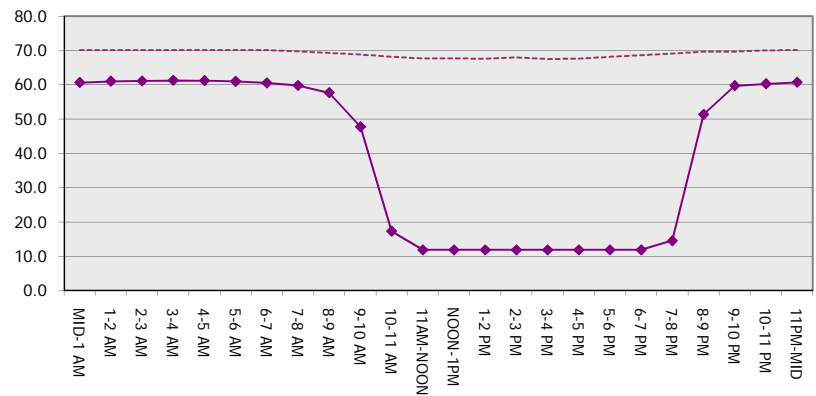
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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**SUMMARY OF TRAFFIC MODEL OUTPUT**

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	392	0.0	1500	392	0	0.52	0	70.2	60.7	43.9	
1-2 AM	244	0.0	1500	244	0	0.50	0	70.2	61.0	44.5	
2-3 AM	168	0.0	1500	168	0	0.49	0	70.2	61.1	44.8	
3-4 AM	137	0.0	1500	137	0	0.49	0	70.2	61.2	45.0	
4-5 AM	195	0.0	1500	195	0	0.50	0	70.2	61.1	44.7	
5-6 AM	236	0.0	1500	236	0	0.50	0	70.2	61.0	44.5	
6-7 AM	387	0.0	1500	387	0	0.52	0	70.2	60.7	44.0	
7-8 AM	545	0.0	1500	545	0	0.54	0	70.0	60.4	43.3	
8-9 AM	1035	0.0	1499	1035	0	0.61	0	69.4	58.7	40.9	
9-10 AM	1524	0.0	1499	1524	0	1.65	19	68.9	46.4	32.0	
10-11 AM	2119	0.0	1500	1741	379	11.38+	299	68.1	15.8	31.2	
11AM-NOON	2652	0.0	1499	1500	1152	16.24+	399	67.4	11.9	31.7	
NOON-1PM	2590	0.0	1500	1500	1090	16.25+	400	67.5	11.9	31.7	
1-2 PM	2564	0.0	1500	1500	1064	16.25+	400	67.6	11.9	31.7	
2-3 PM	2678	0.0	1500	1500	1178	16.24+	400	67.4	11.9	31.7	
3-4 PM	3064	0.0	1500	1500	1564	16.22+	400	66.9	11.9	31.7	
4-5 PM	3398	0.0	1500	1500	1898	16.20+	400	66.5	11.9	31.7	
5-6 PM	3108	0.0	1499	1500	1608	16.22+	399	66.9	11.9	31.7	
6-7 PM	2382	0.0	1500	1506	876	16.25+	399	67.8	11.9	31.5	
7-8 PM	1826	0.0	1500	1552	274	16.13+	394	68.4	12.0	30.8	
8-9 PM	1438	0.0	1500	1438	0	15.31+	372	68.9	12.5	30.8	
9-10 PM	986	0.0	1499	986	0	3.16	116	69.5	35.9	38.1	
10-11 PM	610	0.0	1500	610	0	0.54	0	70.0	60.2	43.1	
11PM-MID	380	0.0	1500	380	0	0.52	0	70.2	60.7	44.0	

+ 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	0.0215
MAIN ROUTE WITH WORKS	0.0131
'DIVERSION'	0.0159

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$125,321
CONGESTED HOURS PER DAY*	11

\*Delays Exceeding User-Specified Maximum

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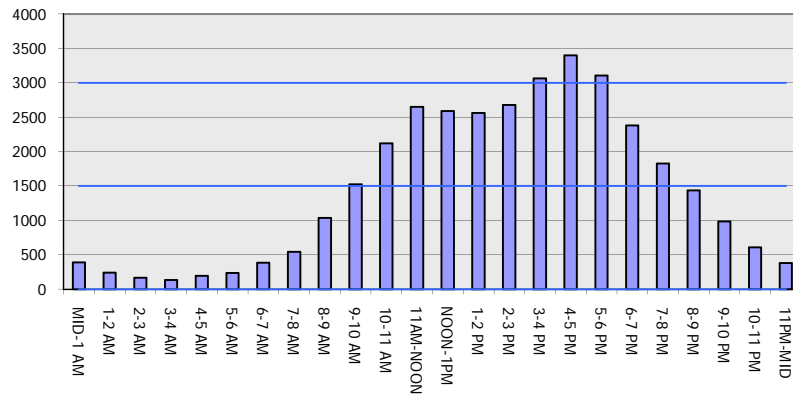
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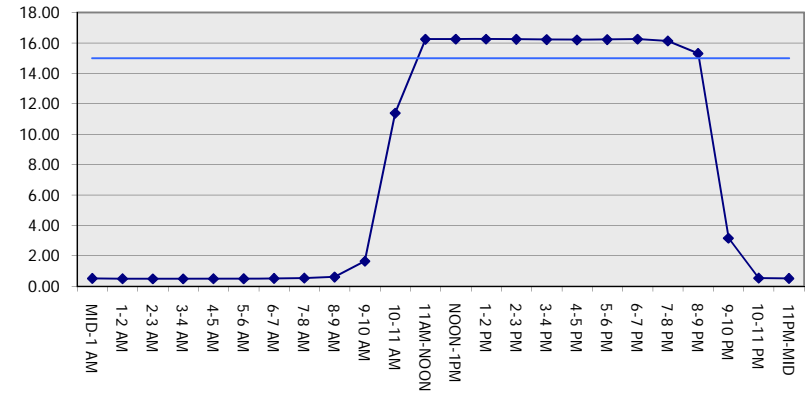
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY EASTBOUND DIRECTION**

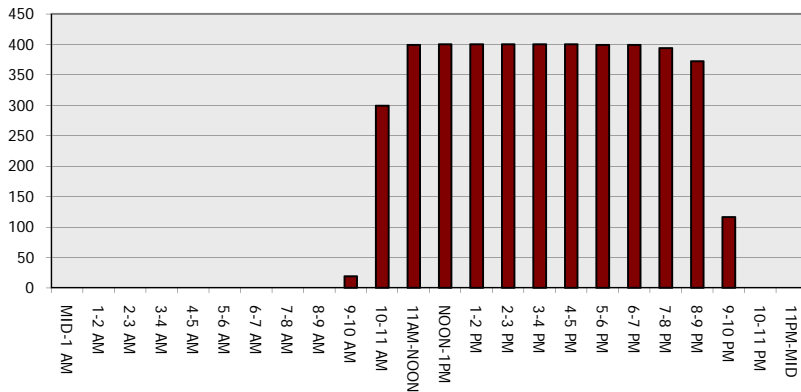
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

