

<b>IH 94: CTH G TO STH 16 (WAUKESHA COUNTY)</b> <b>OFF-PEAK DAY 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**

FRIDAY 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	434	0.0	OFF	434	0	0.00	0	70.2	70.2	70.2
1-2 AM	271	0.0	OFF	271	0	0.00	0	70.2	70.2	70.2
2-3 AM	220	0.0	OFF	220	0	0.00	0	70.2	70.2	70.2
3-4 AM	236	0.0	OFF	236	0	0.00	0	70.2	70.2	70.2
4-5 AM	343	0.0	OFF	343	0	0.00	0	70.2	70.2	70.2
5-6 AM	800	0.0	OFF	800	0	0.00	0	69.7	69.7	69.7
6-7 AM	1727	0.0	OFF	1727	0	0.00	0	68.6	68.6	68.6
7-8 AM	2350	0.0	OFF	2350	0	0.00	0	67.8	67.8	67.8
8-9 AM	2602	0.0	OFF	2602	0	0.00	0	67.5	67.5	67.5
9-10 AM	2528	0.0	1499	1986	542	12.86+	322	67.6	14.3	31.4
10-11 AM	2905	0.0	1499	1500	1405	16.25+	399	67.1	11.9	31.4
11AM-NOON	2977	0.0	1500	1500	1477	16.25+	400	67.0	11.9	31.4
NOON-1PM	3274	0.0	1500	1500	1774	16.23+	400	66.7	11.9	31.4
1-2 PM	3283	0.0	1500	1500	1783	16.23+	400	66.6	11.9	31.4
2-3 PM	3760	0.0	1500	1500	2260	16.15+	400	65.1	11.9	31.4
3-4 PM	4307	0.0	1500	1500	2807	15.93+	400	61.4	11.9	31.4
4-5 PM	4052	0.0	OFF	4052	0	0.81	60	63.2	51.9	51.9
5-6 PM	3902	0.0	OFF	3902	0	0.00	0	64.2	64.2	64.2
6-7 PM	3682	0.0	OFF	3682	0	0.00	0	65.7	65.7	65.7
7-8 PM	2485	0.0	OFF	2485	0	0.00	0	67.6	67.6	67.6
8-9 PM	1844	0.0	OFF	1844	0	0.00	0	68.4	68.4	68.4
9-10 PM	1535	0.0	OFF	1535	0	0.00	0	68.8	68.8	68.8
10-11 PM	1259	0.0	OFF	1259	0	0.00	0	69.2	69.2	69.2
11PM-MID	1036	0.0	OFF	1036	0	0.00	0	69.4	69.4	69.4

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

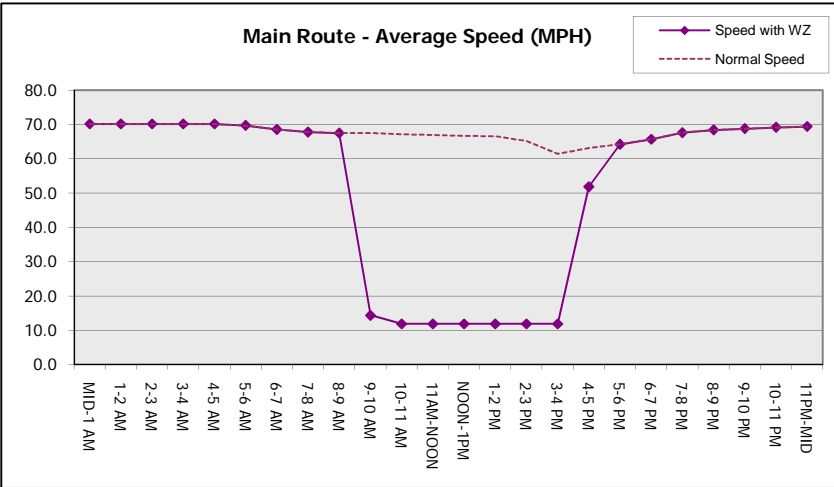
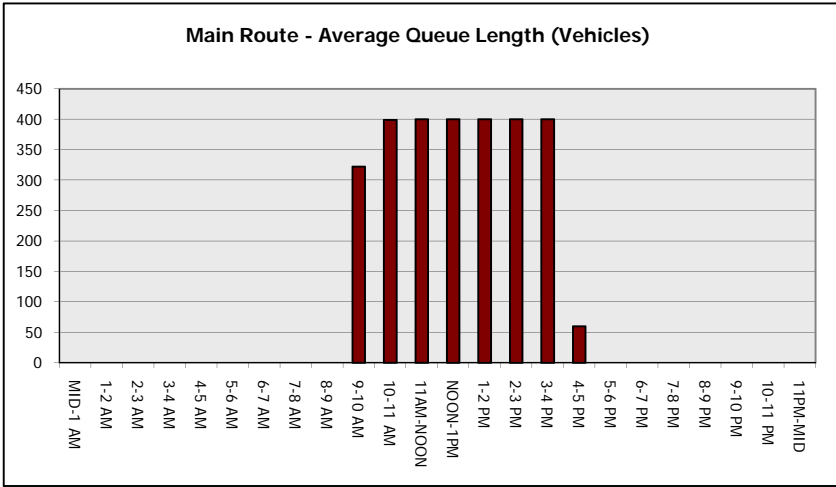
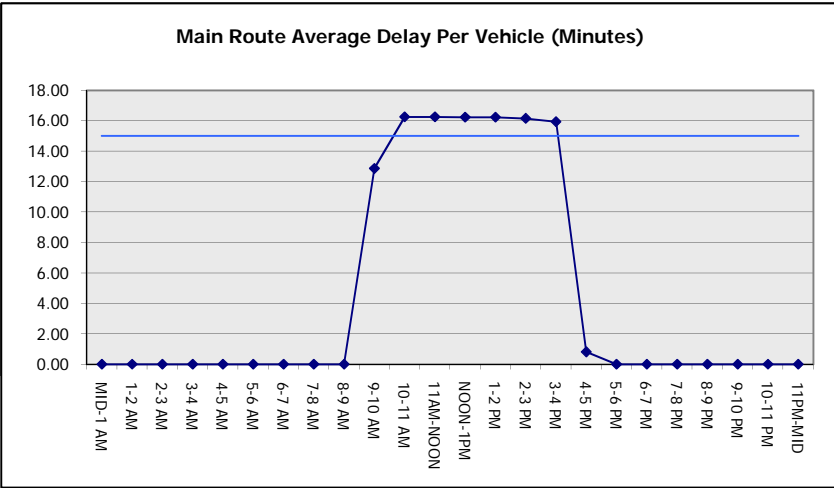
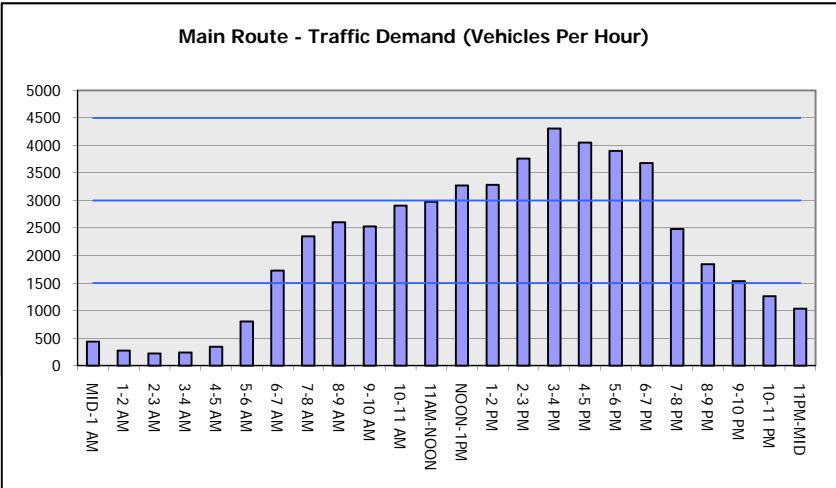
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0322
MAIN ROUTE WITH WORKS	0.0240
'DIVERSION'	0.0173
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$81,572
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY WESTBOUND DIRECTION**



<b>IH 94: CTH G TO STH 16 (WAUKESHA COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	360	0.0	OFF	360	0	0.00	0	70.2	70.2	70.2
1-2 AM	232	0.0	OFF	232	0	0.00	0	70.2	70.2	70.2
2-3 AM	204	0.0	OFF	204	0	0.00	0	70.2	70.2	70.2
3-4 AM	232	0.0	OFF	232	0	0.00	0	70.2	70.2	70.2
4-5 AM	447	0.0	OFF	447	0	0.00	0	70.2	70.2	70.2
5-6 AM	1188	0.0	OFF	1188	0	0.00	0	69.2	69.2	69.2
6-7 AM	2410	0.0	OFF	2410	0	0.00	0	67.8	67.8	67.8
7-8 AM	3479	0.0	OFF	3479	0	0.00	0	66.4	66.4	66.4
8-9 AM	2865	0.0	OFF	2865	0	0.00	0	67.2	67.2	67.2
9-10 AM	2455	0.0	1499	1952	503	12.83+	320	67.7	14.3	31.5
10-11 AM	2509	0.0	1499	1500	1009	16.31+	399	67.6	11.9	30.8
11AM-NOON	2533	0.0	1500	1500	1033	16.31+	400	67.6	11.9	30.8
NOON-1PM	2595	0.0	1500	1500	1095	16.31+	400	67.5	11.9	30.8
1-2 PM	2736	0.0	1500	1500	1236	16.30+	400	67.3	11.9	30.8
2-3 PM	2907	0.0	1500	1500	1407	16.29+	400	67.1	11.9	30.8
3-4 PM	3020	0.0	1500	1500	1520	16.28+	400	67.0	11.9	30.8
4-5 PM	3100	0.0	OFF	3100	0	0.38	35	66.9	60.3	60.3
5-6 PM	3079	0.0	OFF	3079	0	0.00	0	66.9	66.9	66.9
6-7 PM	2466	0.0	OFF	2466	0	0.00	0	67.7	67.7	67.7
7-8 PM	1944	0.0	OFF	1944	0	0.00	0	68.3	68.3	68.3
8-9 PM	1674	0.0	OFF	1674	0	0.00	0	68.7	68.7	68.7
9-10 PM	1620	0.0	OFF	1620	0	0.00	0	68.7	68.7	68.7
10-11 PM	1156	0.0	OFF	1156	0	0.00	0	69.3	69.3	69.3
11PM-MID	848	0.0	OFF	848	0	0.00	0	69.7	69.7	69.7

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0286
MAIN ROUTE WITH WORKS	0.0230
'DIVERSION'	0.0112

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$66,290
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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

