

<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**

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	403	0.0	OFF	403	0	0.00	0	70.2	70.2	70.2	
1-2 AM	233	0.0	OFF	233	0	0.00	0	70.2	70.2	70.2	
2-3 AM	185	0.0	OFF	185	0	0.00	0	70.2	70.2	70.2	
3-4 AM	195	0.0	OFF	195	0	0.00	0	70.2	70.2	70.2	
4-5 AM	329	0.0	OFF	329	0	0.00	0	70.2	70.2	70.2	
5-6 AM	755	0.0	OFF	755	0	0.00	0	69.8	69.8	69.8	
6-7 AM	1656	0.0	OFF	1656	0	0.00	0	68.7	68.7	68.7	
7-8 AM	2347	0.0	OFF	2347	0	0.00	0	67.8	67.8	67.8	
8-9 AM	2437	0.0	OFF	2437	0	0.00	0	67.7	67.7	67.7	
9-10 AM	2278	0.0	1499	1898	380	11.58+	299	67.9	15.6	30.8	
10-11 AM	2286	0.0	1500	1500	786	16.33+	400	67.9	11.9	30.8	
11AM-NOON	2330	0.0	1500	1500	830	16.33+	400	67.8	11.9	30.8	
NOON-1PM	2491	0.0	1500	1500	991	16.31+	400	67.6	11.9	30.8	
1-2 PM	2468	0.0	1500	1500	968	16.32+	400	67.7	11.9	30.8	
2-3 PM	2833	0.0	1500	1500	1333	16.29+	400	67.2	11.9	30.8	
3-4 PM	3492	0.0	1500	1500	1992	16.25+	400	66.4	11.9	30.8	
4-5 PM	4025	0.0	OFF	4025	0	0.57	40	63.3	54.9	54.9	
5-6 PM	3957	0.0	OFF	3957	0	0.00	0	63.8	63.8	63.8	
6-7 PM	2842	0.0	OFF	2842	0	0.00	0	67.2	67.2	67.2	
7-8 PM	1901	0.0	OFF	1901	0	0.00	0	68.4	68.4	68.4	
8-9 PM	1603	0.0	OFF	1603	0	0.00	0	68.7	68.7	68.7	
9-10 PM	1365	0.0	OFF	1365	0	0.00	0	69.1	69.1	69.1	
10-11 PM	1277	0.0	OFF	1277	0	0.00	0	69.1	69.1	69.1	
11PM-MID	835	0.0	OFF	835	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

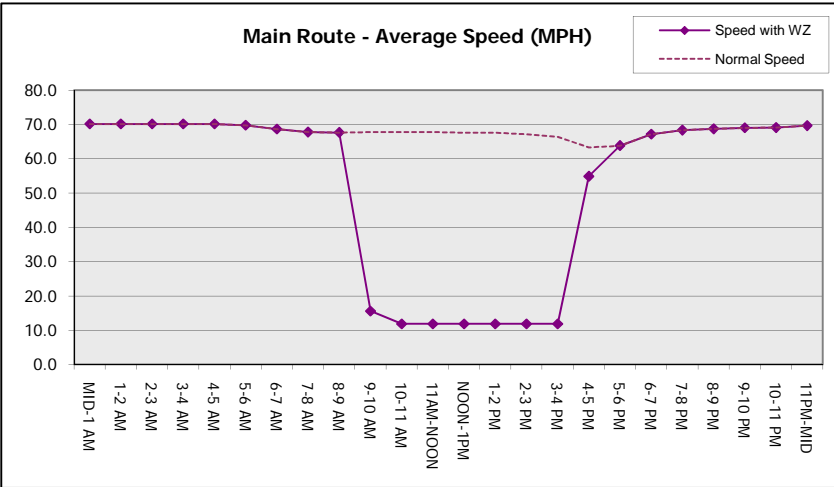
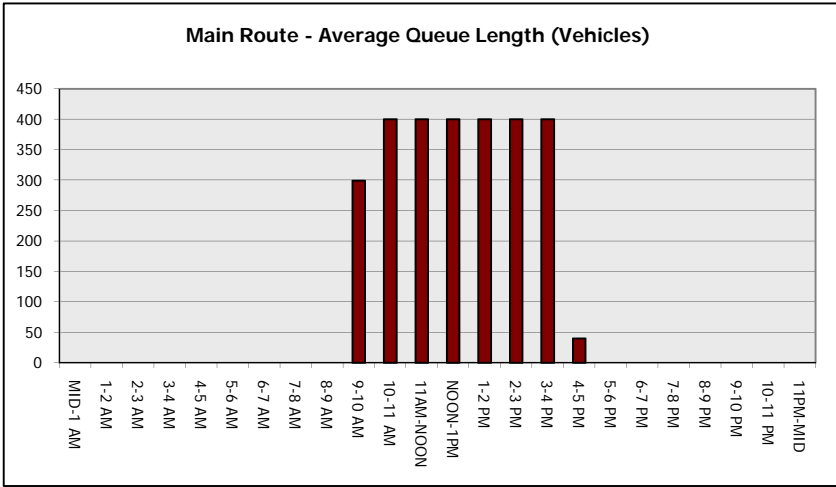
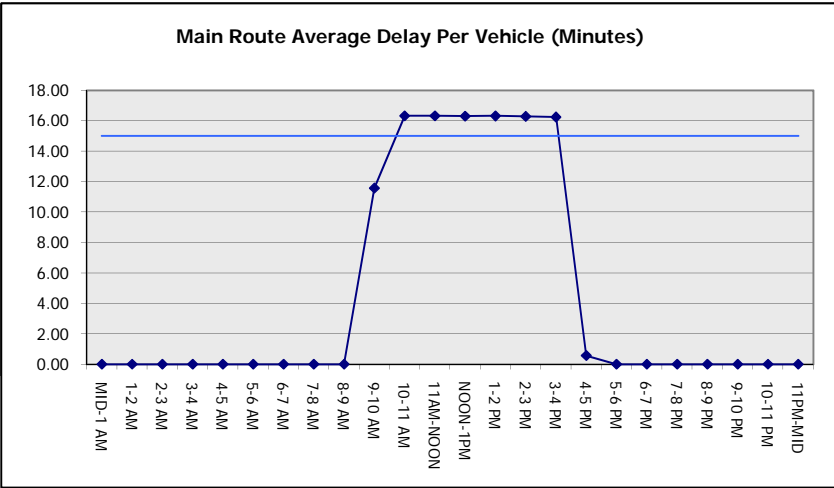
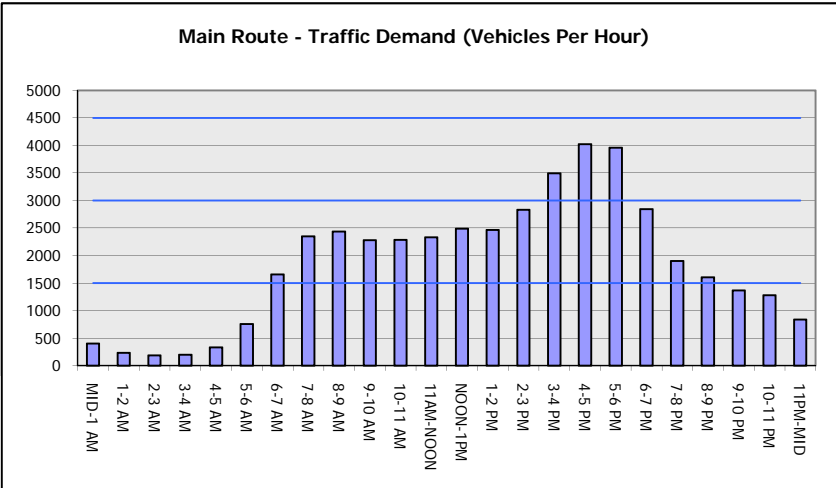
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0277
MAIN ROUTE WITH WORKS	0.0224
'DIVERSION'	0.0105
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,400
CONGESTED HOURS PER DAY*	7

\*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**  
**MON-THUR 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>
	Analyzed for 2009 Construction Season

**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	305	0.0	OFF	305	0	0.00	0	70.2	70.2	70.2
1-2 AM	219	0.0	OFF	219	0	0.00	0	70.2	70.2	70.2
2-3 AM	174	0.0	OFF	174	0	0.00	0	70.2	70.2	70.2
3-4 AM	212	0.0	OFF	212	0	0.00	0	70.2	70.2	70.2
4-5 AM	453	0.0	OFF	453	0	0.00	0	70.2	70.2	70.2
5-6 AM	1358	0.0	OFF	1358	0	0.00	0	69.1	69.1	69.1
6-7 AM	2741	0.0	OFF	2741	0	0.00	0	67.3	67.3	67.3
7-8 AM	3880	0.0	OFF	3880	0	0.00	0	64.3	64.3	64.3
8-9 AM	3075	0.0	OFF	3075	0	0.00	0	66.9	66.9	66.9
9-10 AM	2527	0.0	1499	1871	656	13.14+	326	67.6	14.1	33.3
10-11 AM	2443	0.0	1499	1500	943	16.32+	399	67.7	11.9	30.8
11AM-NOON	2437	0.0	1500	1500	937	16.32+	400	67.7	11.9	30.8
NOON-1PM	2388	0.0	1500	1500	888	16.32+	399	67.8	11.9	30.8
1-2 PM	2428	0.0	1500	1500	928	16.32+	399	67.7	11.9	30.8
2-3 PM	2600	0.0	1500	1500	1100	16.31+	400	67.5	11.9	30.8
3-4 PM	2754	0.0	1500	1500	1254	16.30+	400	67.3	11.9	30.8
4-5 PM	2980	0.0	OFF	2980	0	0.25	22	67.0	62.5	62.5
5-6 PM	3051	0.0	OFF	3051	0	0.00	0	66.9	66.9	66.9
6-7 PM	2174	0.0	OFF	2174	0	0.00	0	68.1	68.1	68.1
7-8 PM	1568	0.0	OFF	1568	0	0.00	0	68.8	68.8	68.8
8-9 PM	1343	0.0	OFF	1343	0	0.00	0	69.1	69.1	69.1
9-10 PM	1283	0.0	OFF	1283	0	0.00	0	69.1	69.1	69.1
10-11 PM	833	0.0	OFF	833	0	0.00	0	69.7	69.7	69.7
11PM-MID	572	0.0	OFF	572	0	0.00	0	70.0	70.0	70.0

"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	0.0272
MAIN ROUTE WITH WORKS	0.0223
'DIVERSION'	0.0096

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$61,557
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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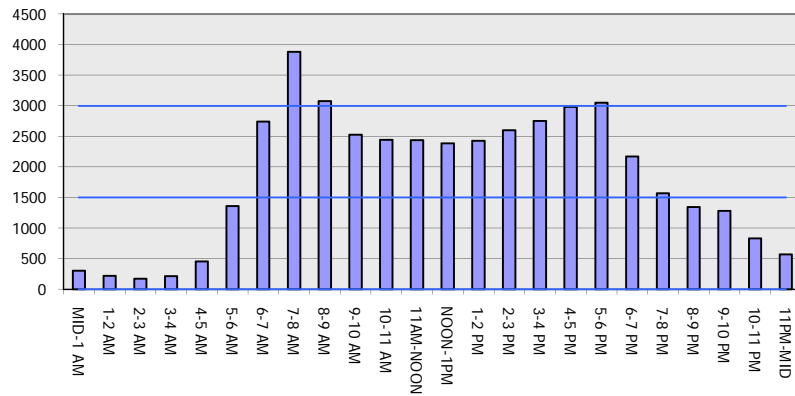
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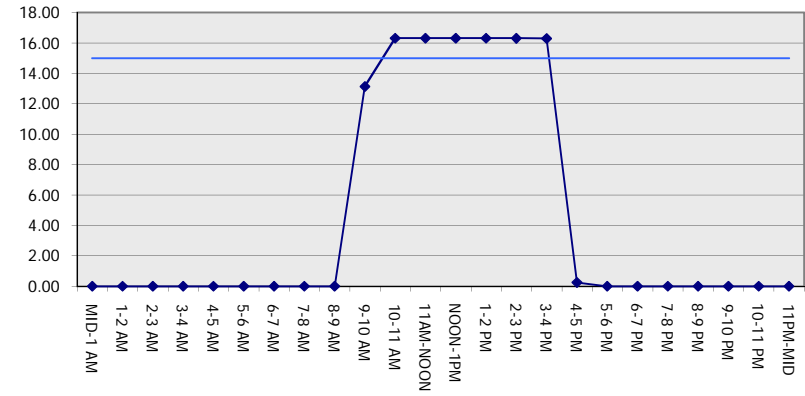
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR EASTBOUND DIRECTION**

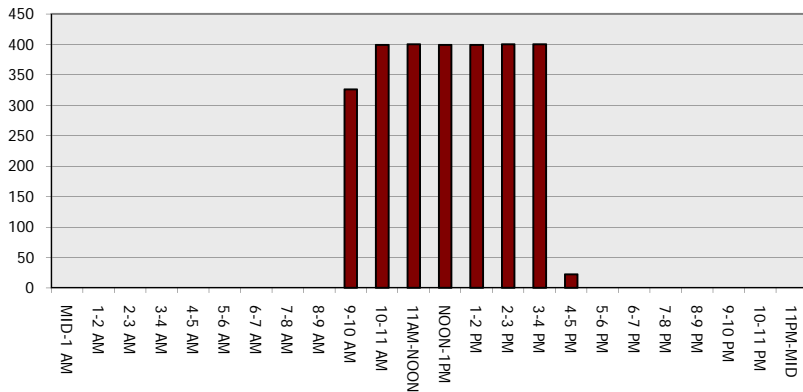
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

