

IH 94: CTH G TO STH 16 (WAUKESHA COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	303	0.0	OFF	303	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	204	0.0	OFF	204	0	0.00	0	70.2	70.2	70.2	
3-4 AM	210	0.0	OFF	210	0	0.00	0	70.2	70.2	70.2	
4-5 AM	365	0.0	OFF	365	0	0.00	0	70.2	70.2	70.2	
5-6 AM	770	0.0	OFF	770	0	0.00	0	69.8	69.8	69.8	
6-7 AM	1716	0.0	OFF	1716	0	0.00	0	68.6	68.6	68.6	
7-8 AM	2284	0.0	OFF	2284	0	0.00	0	67.9	67.9	67.9	
8-9 AM	2329	0.0	OFF	2329	0	0.00	0	67.8	67.8	67.8	
9-10 AM	2101	0.0	1499	1879	222	9.90+	267	68.1	17.5	30.8	
10-11 AM	2340	0.0	1499	1500	840	16.32+	399	67.8	11.9	30.8	
11AM-NOON	2538	0.0	1500	1500	1038	16.31+	400	67.6	11.9	30.8	
NOON-1PM	2812	0.0	1500	1500	1312	16.29+	400	67.3	11.9	30.8	
1-2 PM	3026	0.0	1500	1500	1526	16.28+	400	66.9	11.9	30.8	
2-3 PM	3507	0.0	1500	1500	2007	16.25+	400	66.4	11.9	30.8	
3-4 PM	4208	0.0	1500	1500	2708	16.01+	400	62.1	11.9	30.8	
4-5 PM	4019	0.0	OFF	4019	0	0.52	36	63.4	55.6	55.6	
5-6 PM	4033	0.0	OFF	4033	0	0.00	0	63.3	63.3	63.3	
6-7 PM	3205	0.0	OFF	3205	0	0.00	0	66.8	66.8	66.8	
7-8 PM	2453	0.0	OFF	2453	0	0.00	0	67.7	67.7	67.7	
8-9 PM	1574	0.0	OFF	1574	0	0.00	0	68.8	68.8	68.8	
9-10 PM	1385	0.0	OFF	1385	0	0.00	0	69.0	69.0	69.0	
10-11 PM	1096	0.0	OFF	1096	0	0.00	0	69.4	69.4	69.4	
11PM-MID	702	0.0	OFF	702	0	0.00	0	69.9	69.9	69.9	

"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	0.0294
MAIN ROUTE WITH WORKS	0.0227
'DIVERSION'	0.0139
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$72,574
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)

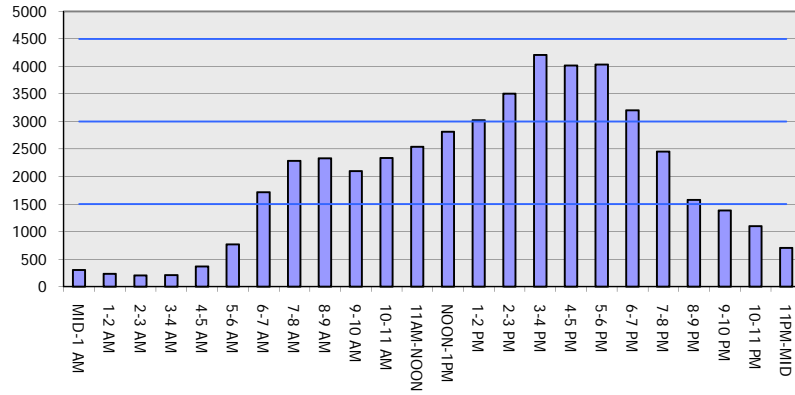
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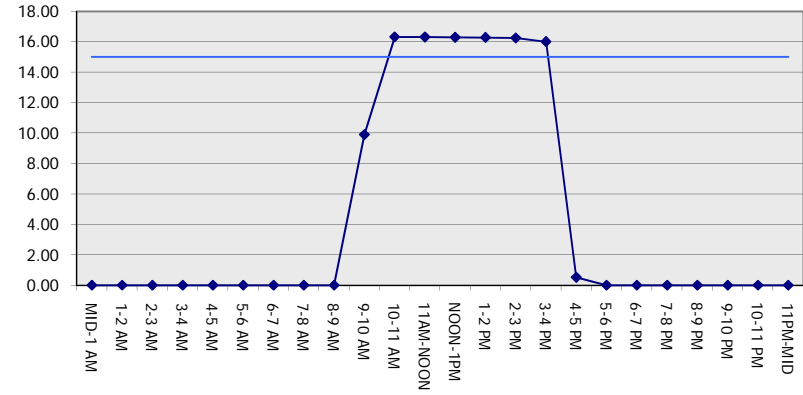
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

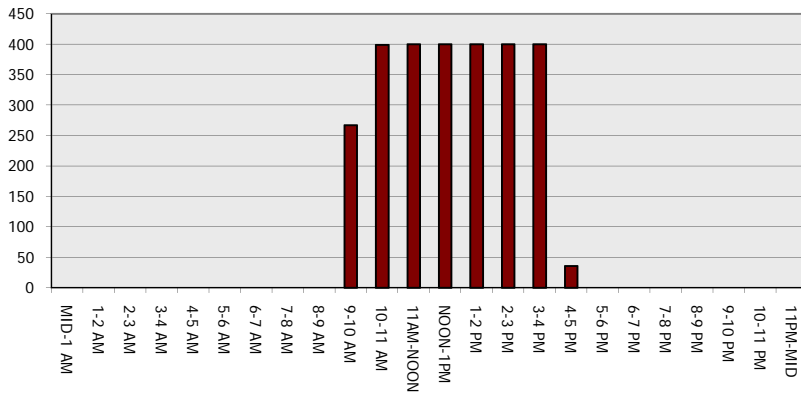
Main Route - Traffic Demand (Vehicles Per Hour)



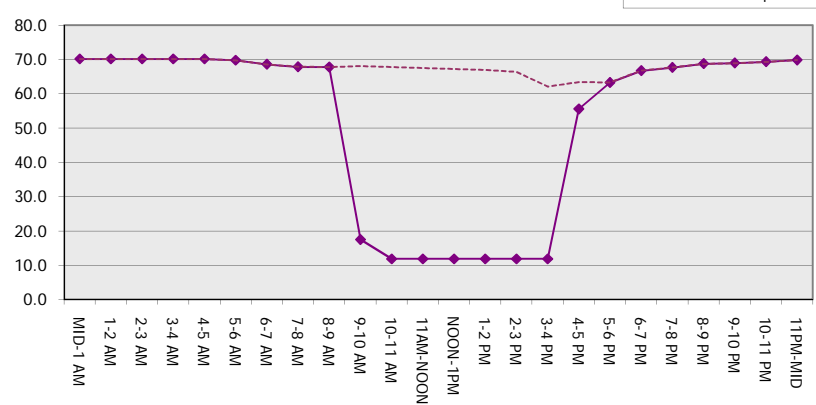
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	211	0.0	OFF	211	0	0.00	0	70.2	70.2	70.2
1-2 AM	183	0.0	OFF	183	0	0.00	0	70.2	70.2	70.2
2-3 AM	192	0.0	OFF	192	0	0.00	0	70.2	70.2	70.2
3-4 AM	178	0.0	OFF	178	0	0.00	0	70.2	70.2	70.2
4-5 AM	428	0.0	OFF	428	0	0.00	0	70.2	70.2	70.2
5-6 AM	1278	0.0	OFF	1278	0	0.00	0	69.1	69.1	69.1
6-7 AM	2749	0.0	OFF	2749	0	0.00	0	67.3	67.3	67.3
7-8 AM	3645	0.0	OFF	3645	0	0.00	0	66.0	66.0	66.0
8-9 AM	2884	0.0	OFF	2884	0	0.00	0	67.1	67.1	67.1
9-10 AM	2110	0.0	1499	1853	257	10.90+	288	68.1	16.3	30.8
10-11 AM	2116	0.0	1500	1500	616	16.34+	400	68.1	11.9	30.8
11AM-NOON	2159	0.0	1500	1500	659	16.34+	400	68.1	11.9	30.8
NOON-1PM	2149	0.0	1500	1500	649	16.34+	400	68.1	11.9	30.8
1-2 PM	2404	0.0	1500	1500	904	16.32+	400	67.8	11.9	30.8
2-3 PM	2658	0.0	1500	1500	1158	16.30+	400	67.4	11.9	30.8
3-4 PM	2927	0.0	1500	1500	1427	16.29+	400	67.1	11.9	30.8
4-5 PM	3112	0.0	OFF	3112	0	0.24	21	66.9	62.6	62.6
5-6 PM	3211	0.0	OFF	3211	0	0.00	0	66.8	66.8	66.8
6-7 PM	2403	0.0	OFF	2403	0	0.00	0	67.8	67.8	67.8
7-8 PM	1607	0.0	OFF	1607	0	0.00	0	68.7	68.7	68.7
8-9 PM	1287	0.0	OFF	1287	0	0.00	0	69.1	69.1	69.1
9-10 PM	1174	0.0	OFF	1174	0	0.00	0	69.3	69.3	69.3
10-11 PM	920	0.0	OFF	920	0	0.00	0	69.6	69.6	69.6
11PM-MID	678	0.0	OFF	678	0	0.00	0	69.9	69.9	69.9

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

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0265
MAIN ROUTE WITH WORKS	0.0223
'DIVERSION'	0.0082

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$58,382
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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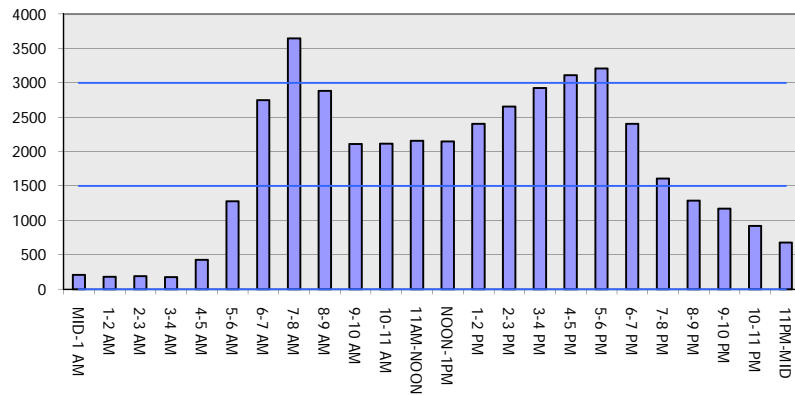
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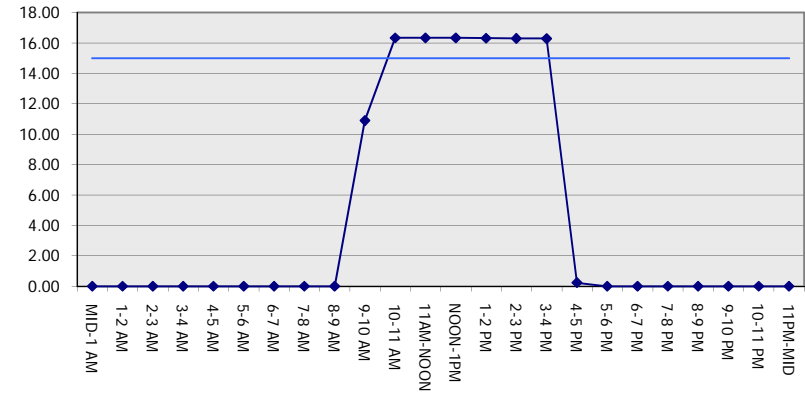
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

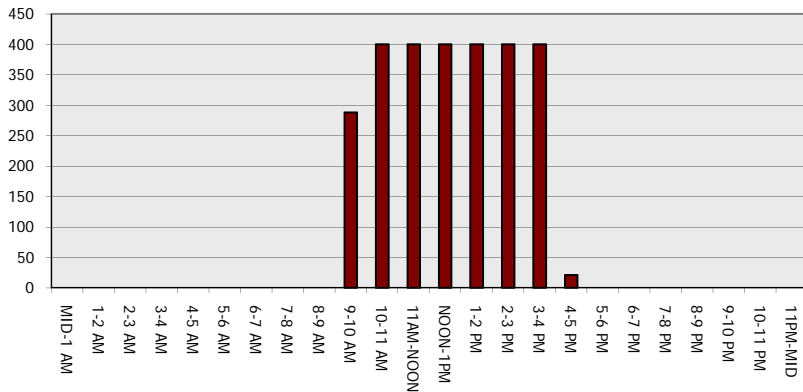
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

