

<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>OCTOBER</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	266	0.0	OFF	266	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	150	0.0	OFF	150	0	0.00	0	70.2	70.2	70.2	
3-4 AM	208	0.0	OFF	208	0	0.00	0	70.2	70.2	70.2	
4-5 AM	354	0.0	OFF	354	0	0.00	0	70.2	70.2	70.2	
5-6 AM	773	0.0	OFF	773	0	0.00	0	69.8	69.8	69.8	
6-7 AM	1737	0.0	OFF	1737	0	0.00	0	68.6	68.6	68.6	
7-8 AM	2330	0.0	OFF	2330	0	0.00	0	67.8	67.8	67.8	
8-9 AM	2259	0.0	OFF	2259	0	0.00	0	67.9	67.9	67.9	
9-10 AM	1866	0.0	1499	1866	0	7.55	196	68.4	21.3	30.8	
10-11 AM	1818	0.0	1499	1500	318	16.36+	399	68.5	11.9	30.8	
11AM-NOON	1959	0.0	1500	1500	459	16.35+	400	68.3	11.9	30.8	
NOON-1PM	2134	0.0	1500	1500	634	16.34+	400	68.1	11.9	30.8	
1-2 PM	2168	0.0	1500	1500	668	16.34+	400	68.1	11.9	30.8	
2-3 PM	2630	0.0	1500	1500	1130	16.31+	399	67.4	11.9	30.8	
3-4 PM	3319	0.0	1500	1500	1819	16.26+	400	66.6	11.9	30.8	
4-5 PM	3870	0.0	OFF	3870	0	0.46	31	64.4	57.2	57.2	
5-6 PM	3718	0.0	OFF	3718	0	0.00	0	65.5	65.5	65.5	
6-7 PM	2408	0.0	OFF	2408	0	0.00	0	67.8	67.8	67.8	
7-8 PM	1526	0.0	OFF	1526	0	0.00	0	68.8	68.8	68.8	
8-9 PM	1194	0.0	OFF	1194	0	0.00	0	69.2	69.2	69.2	
9-10 PM	1034	0.0	OFF	1034	0	0.00	0	69.4	69.4	69.4	
10-11 PM	740	0.0	OFF	740	0	0.00	0	69.8	69.8	69.8	
11PM-MID	496	0.0	OFF	496	0	0.00	0	70.1	70.1	70.1	

"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	0.0243
MAIN ROUTE WITH WORKS	0.0205
'DIVERSION'	0.0072
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$53,950
CONGESTED HOURS PER DAY*	6

\*Delays Exceeding User-Specified Maximum

**IH 94: CTH G TO STH 16 (WAUKESHA COUNTY)**  
**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

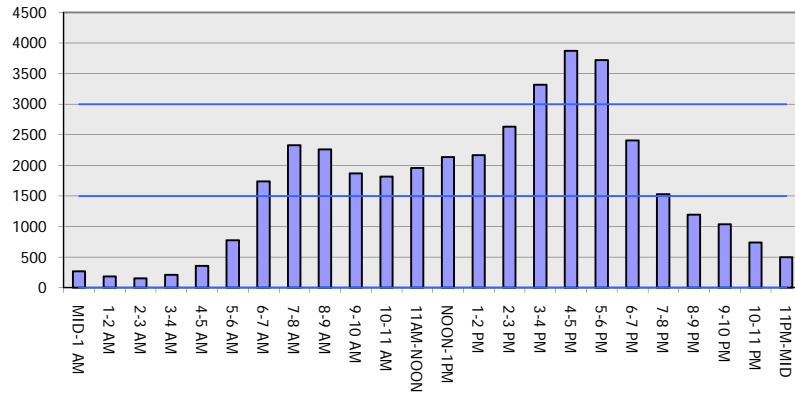
**OCTOBER**

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 Construction Season

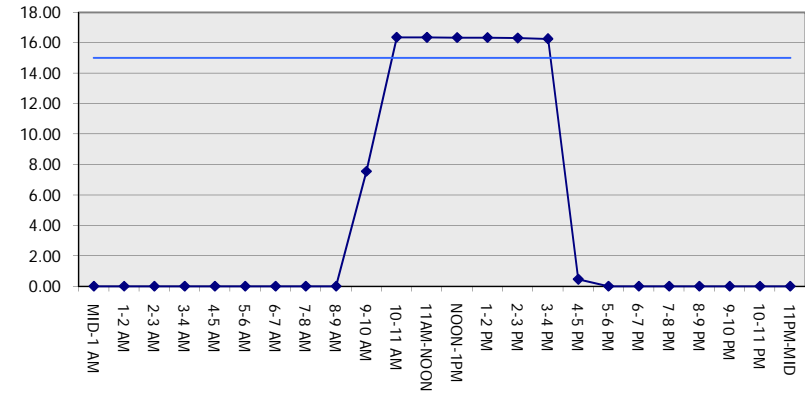
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR WESTBOUND DIRECTION**

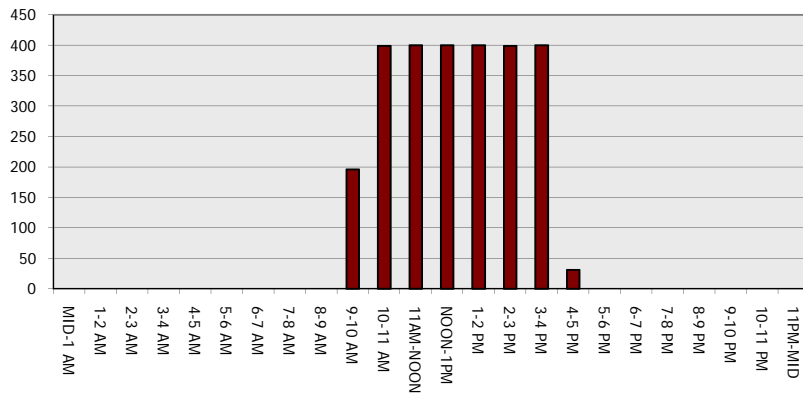
**Main Route - Traffic Demand (Vehicles Per Hour)**



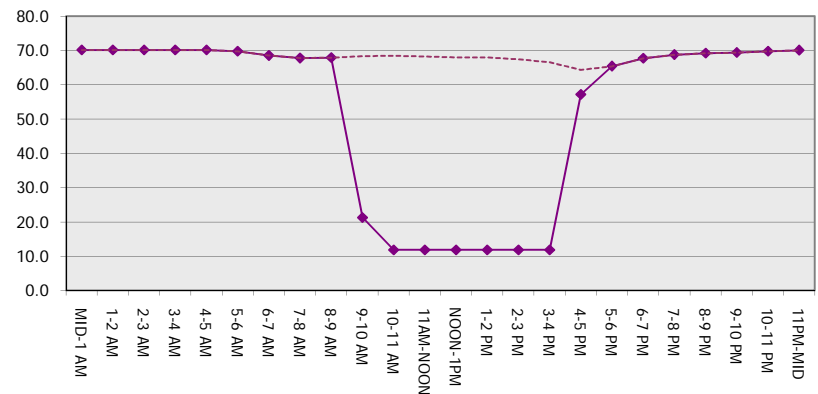
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**SUMMARY OF TRAFFIC MODEL OUTPUT**

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	194	0.0	OFF	194	0	0.00	0	70.2	70.2	70.2
1-2 AM	167	0.0	OFF	167	0	0.00	0	70.2	70.2	70.2
2-3 AM	163	0.0	OFF	163	0	0.00	0	70.2	70.2	70.2
3-4 AM	187	0.0	OFF	187	0	0.00	0	70.2	70.2	70.2
4-5 AM	501	0.0	OFF	501	0	0.00	0	70.1	70.1	70.1
5-6 AM	1380	0.0	OFF	1380	0	0.00	0	69.0	69.0	69.0
6-7 AM	2946	0.0	OFF	2946	0	0.00	0	67.1	67.1	67.1
7-8 AM	3978	0.0	OFF	3978	0	0.00	0	63.7	63.7	63.7
8-9 AM	3055	0.0	OFF	3055	0	0.00	0	66.9	66.9	66.9
9-10 AM	2210	0.0	1499	1927	284	11.99+	306	68.0	15.2	30.8
10-11 AM	1911	0.0	1500	1500	411	16.35+	400	68.4	11.9	30.8
11AM-NOON	1933	0.0	1500	1500	433	16.35+	400	68.3	11.9	30.8
NOON-1PM	1983	0.0	1500	1500	483	16.35+	400	68.2	11.9	30.8
1-2 PM	2072	0.0	1500	1500	572	16.34+	400	68.2	11.9	30.8
2-3 PM	2212	0.0	1500	1500	712	16.33+	400	68.0	11.9	30.8
3-4 PM	2407	0.0	1500	1500	907	16.32+	400	67.8	11.9	30.8
4-5 PM	2611	0.0	OFF	2611	0	0.30	26	67.5	62.2	62.2
5-6 PM	2650	0.0	OFF	2650	0	0.00	0	67.4	67.4	67.4
6-7 PM	1818	0.0	OFF	1818	0	0.00	0	68.5	68.5	68.5
7-8 PM	1128	0.0	OFF	1128	0	0.00	0	69.3	69.3	69.3
8-9 PM	973	0.0	OFF	973	0	0.00	0	69.6	69.6	69.6
9-10 PM	856	0.0	OFF	856	0	0.00	0	69.7	69.7	69.7
10-11 PM	653	0.0	OFF	653	0	0.00	0	69.9	69.9	69.9
11PM-MID	399	0.0	OFF	399	0	0.00	0	70.2	70.2	70.2

"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	0.0238
MAIN ROUTE WITH WORKS	0.0208
'DIVERSION'	0.0055

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$51,089
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR EASTBOUND DIRECTION**

