

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

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	OFF	419	0	0.00	0	70.2	70.2	70.2	
1-2 AM	222	0.0	OFF	222	0	0.00	0	70.2	70.2	70.2	
2-3 AM	172	0.0	OFF	172	0	0.00	0	70.2	70.2	70.2	
3-4 AM	100	0.0	OFF	100	0	0.00	0	70.2	70.2	70.2	
4-5 AM	130	0.0	OFF	130	0	0.00	0	70.2	70.2	70.2	
5-6 AM	238	0.0	OFF	238	0	0.00	0	70.2	70.2	70.2	
6-7 AM	472	0.0	OFF	472	0	0.00	0	70.2	70.2	70.2	
7-8 AM	758	0.0	OFF	758	0	0.00	0	69.8	69.8	69.8	
8-9 AM	1152	0.0	OFF	1152	0	0.00	0	69.3	69.3	69.3	
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	OFF	1279	0	0.19	16	69.1	65.4	65.4	
8-9 PM	861	0.0	OFF	861	0	0.00	0	69.7	69.7	69.7	
9-10 PM	778	0.0	OFF	778	0	0.00	0	69.7	69.7	69.7	
10-11 PM	563	0.0	OFF	563	0	0.00	0	70.0	70.0	70.0	
11PM-MID	384	0.0	OFF	384	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	0.0183
MAIN ROUTE WITH WORKS	0.0132
'DIVERSION'	0.0096
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$89,660
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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

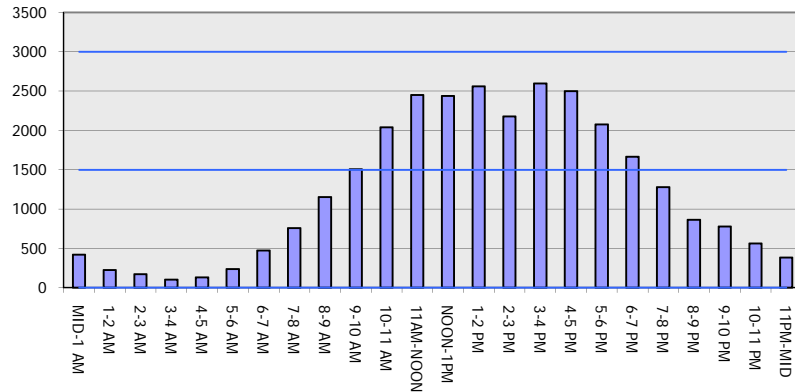
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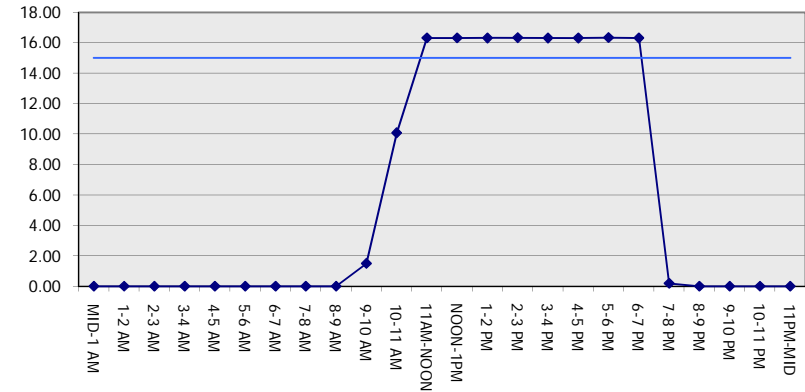
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

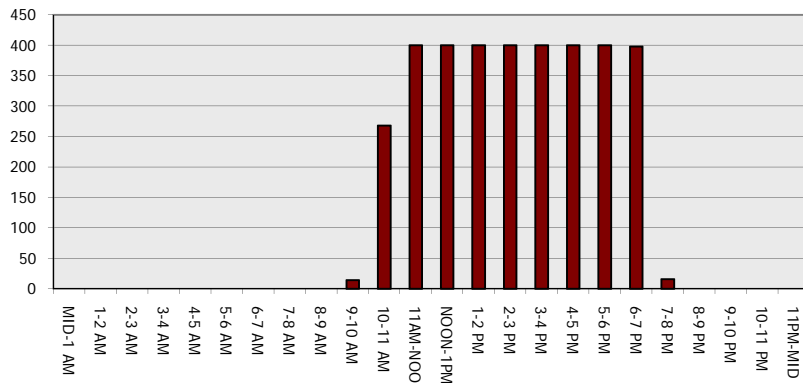
Main Route - Traffic Demand (Vehicles Per Hour)



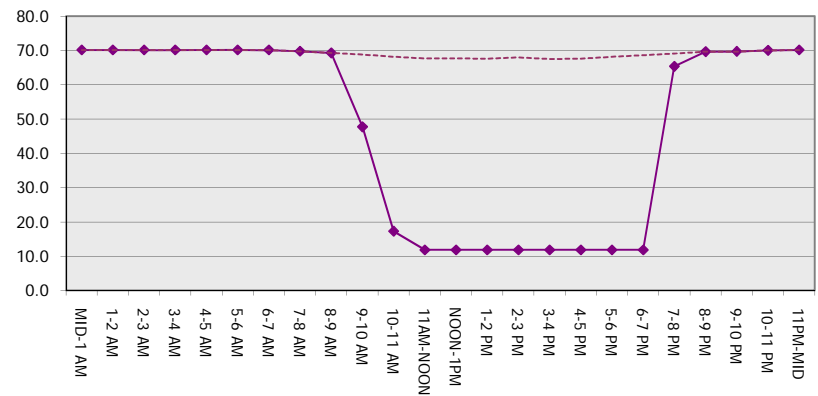
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	392	0	0.00	0	70.2	70.2	70.2
1-2 AM	244	0.0	OFF	244	0	0.00	0	70.2	70.2	70.2
2-3 AM	168	0.0	OFF	168	0	0.00	0	70.2	70.2	70.2
3-4 AM	137	0.0	OFF	137	0	0.00	0	70.2	70.2	70.2
4-5 AM	195	0.0	OFF	195	0	0.00	0	70.2	70.2	70.2
5-6 AM	236	0.0	OFF	236	0	0.00	0	70.2	70.2	70.2
6-7 AM	387	0.0	OFF	387	0	0.00	0	70.2	70.2	70.2
7-8 AM	545	0.0	OFF	545	0	0.00	0	70.0	70.0	70.0
8-9 AM	1035	0.0	OFF	1035	0	0.00	0	69.4	69.4	69.4
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	OFF	1826	0	0.15	12	68.4	65.6	65.6
8-9 PM	1438	0.0	OFF	1438	0	0.00	0	68.9	68.9	68.9
9-10 PM	986	0.0	OFF	986	0	0.00	0	69.5	69.5	69.5
10-11 PM	610	0.0	OFF	610	0	0.00	0	70.0	70.0	70.0
11PM-MID	380	0.0	OFF	380	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	0.0215
MAIN ROUTE WITH WORKS	0.0138
'DIVERSION'	0.0155

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$108,145
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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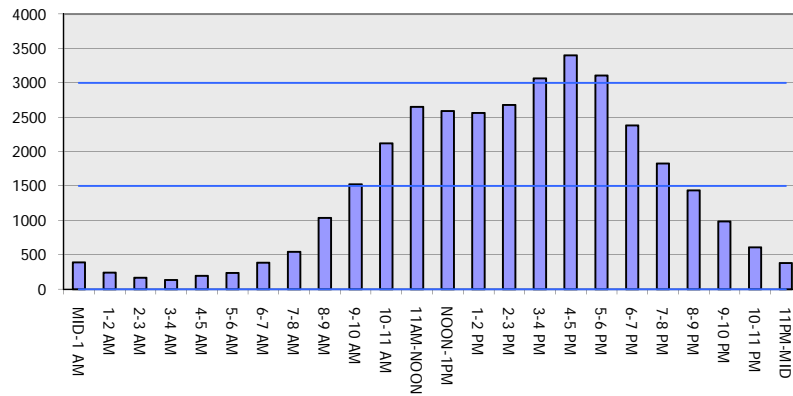
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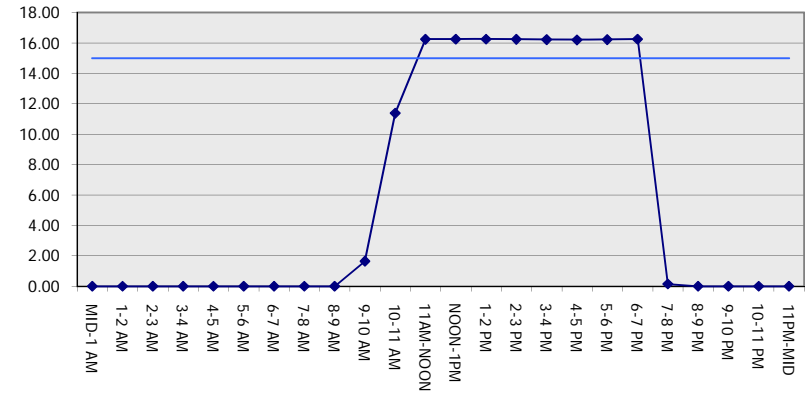
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

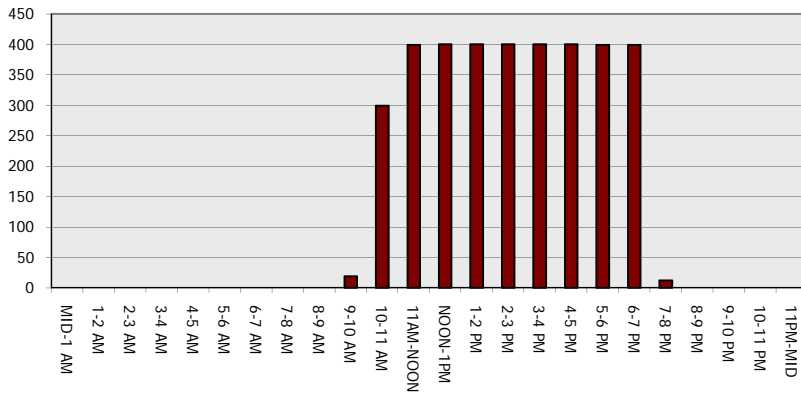
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

