

IH 94: CTH G TO STH 16 (WAUKESHA COUNTY) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	1500	434	0	0.53	0	70.2	60.6	43.8	
1-2 AM	271	0.0	1500	271	0	0.51	0	70.2	60.9	44.4	
2-3 AM	220	0.0	1500	220	0	0.50	0	70.2	61.0	44.6	
3-4 AM	236	0.0	1500	236	0	0.50	0	70.2	61.0	44.5	
4-5 AM	343	0.0	1500	343	0	0.51	0	70.2	60.8	44.1	
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	OFF	2528	0	0.00	0	67.6	67.6	67.6	
10-11 AM	2905	0.0	OFF	2905	0	0.00	0	67.1	67.1	67.1	
11AM-NOON	2977	0.0	OFF	2977	0	0.00	0	67.0	67.0	67.0	
NOON-1PM	3274	0.0	OFF	3274	0	0.00	0	66.7	66.7	66.7	
1-2 PM	3283	0.0	OFF	3283	0	0.00	0	66.6	66.6	66.6	
2-3 PM	3760	0.0	OFF	3760	0	0.00	0	65.1	65.1	65.1	
3-4 PM	4307	0.0	OFF	4307	0	0.00	0	61.4	61.4	61.4	
4-5 PM	4052	0.0	OFF	4052	0	0.00	0	63.2	63.2	63.2	
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	1499	1764	721	13.42+	335	67.6	13.8	35.1	
8-9 PM	1844	0.0	1499	1626	218	15.37+	376	68.4	12.5	30.8	
9-10 PM	1535	0.0	1499	1481	54	15.99+	390	68.8	12.0	30.8	
10-11 PM	1259	0.0	1499	1259	0	10.73	265	69.2	16.6	31.4	
11PM-MID	1036	0.0	1500	1036	0	1.23	23	69.4	50.9	40.0	

"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	0.0322
MAIN ROUTE WITH WORKS	0.0310
'DIVERSION'	0.0014
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$24,428
CONGESTED HOURS PER DAY*	3

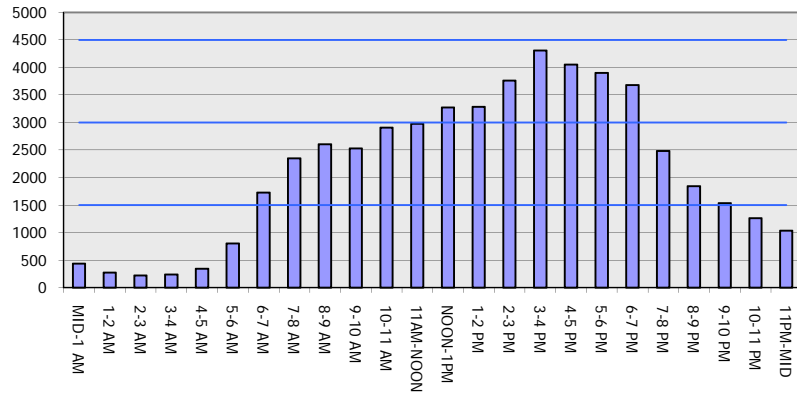
*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

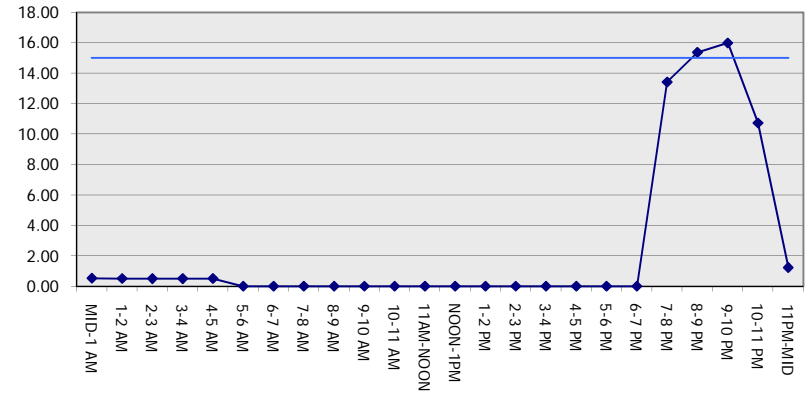
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

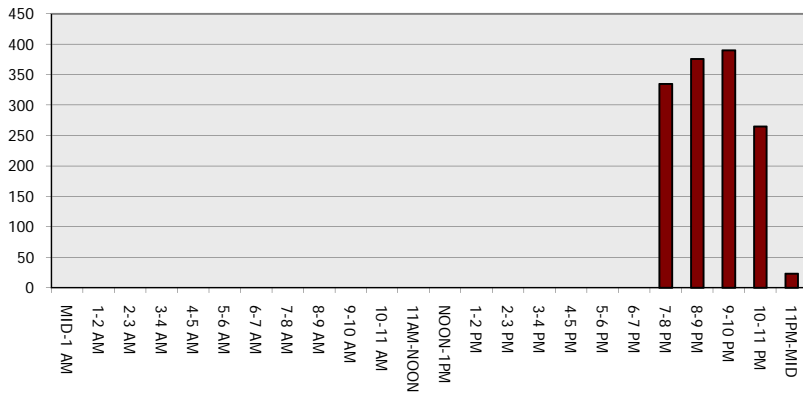
Main Route - Traffic Demand (Vehicles Per Hour)



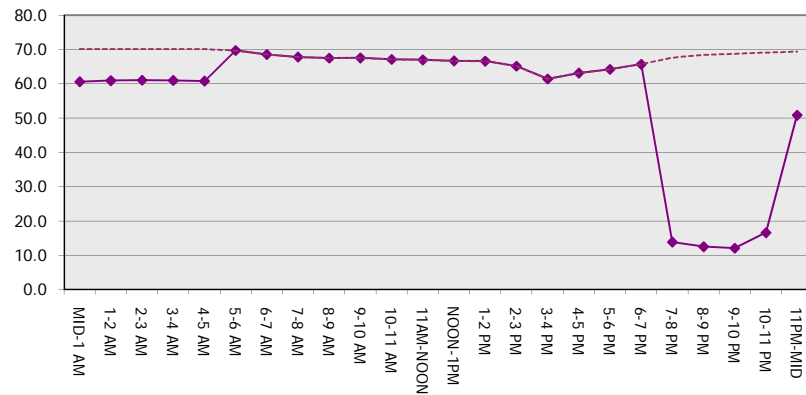
Main Route Average Delay Per Vehicle (Minutes)



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	360	0.0	1500	360	0	0.52	0	70.2	60.7	44.0
1-2 AM	232	0.0	1500	232	0	0.50	0	70.2	61.0	44.5
2-3 AM	204	0.0	1500	204	0	0.50	0	70.2	61.0	44.6
3-4 AM	232	0.0	1500	232	0	0.50	0	70.2	61.0	44.5
4-5 AM	447	0.0	1500	447	0	0.53	0	70.2	60.6	43.7
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	OFF	2455	0	0.00	0	67.7	67.7	67.7
10-11 AM	2509	0.0	OFF	2509	0	0.00	0	67.6	67.6	67.6
11AM-NOON	2533	0.0	OFF	2533	0	0.00	0	67.6	67.6	67.6
NOON-1PM	2595	0.0	OFF	2595	0	0.00	0	67.5	67.5	67.5
1-2 PM	2736	0.0	OFF	2736	0	0.00	0	67.3	67.3	67.3
2-3 PM	2907	0.0	OFF	2907	0	0.00	0	67.1	67.1	67.1
3-4 PM	3020	0.0	OFF	3020	0	0.00	0	67.0	67.0	67.0
4-5 PM	3100	0.0	OFF	3100	0	0.00	0	66.9	66.9	66.9
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	1499	1944	0	9.18+	246	68.3	18.6	30.8
8-9 PM	1674	0.0	1499	1455	219	16.19+	395	68.7	11.9	30.8
9-10 PM	1620	0.0	1500	1500	120	16.37+	400	68.7	11.9	30.8
10-11 PM	1156	0.0	1499	1156	0	9.43	251	69.3	18.3	33.3
11PM-MID	848	0.0	1500	848	0	0.65	2	69.7	58.3	42.2

"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	0.0286
MAIN ROUTE WITH WORKS	0.0278
'DIVERSION'	0.0005

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$20,082
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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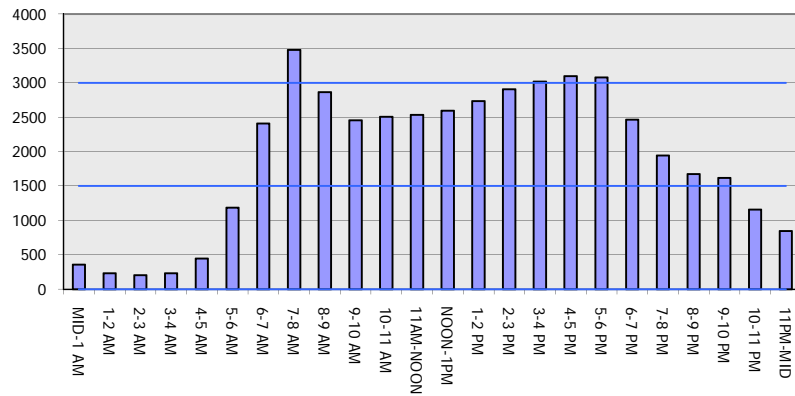
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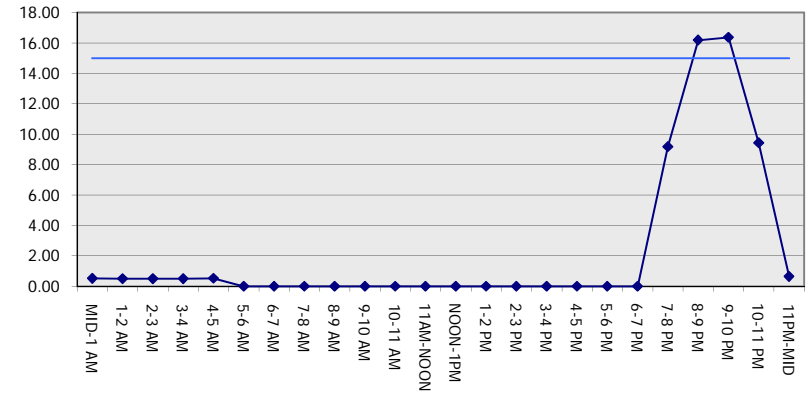
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

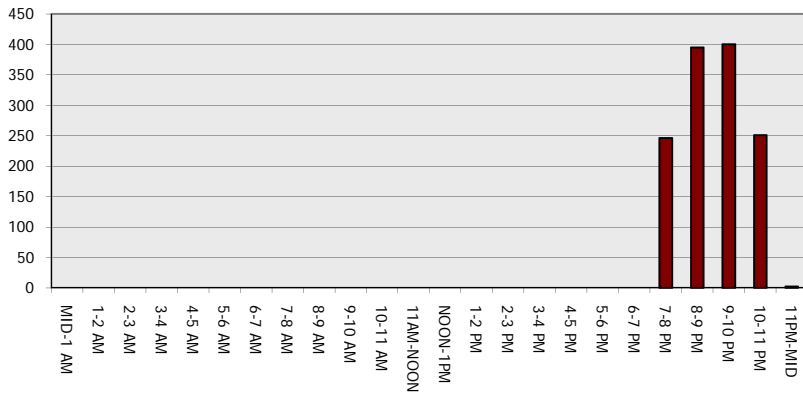
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

