

IH 94: CTH G TO STH 16 (WAUKESHA COUNTY) NIGHTTIME 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	1500	303	0	0.51	0	70.2	60.9	44.3	
1-2 AM	233	0.0	1500	233	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	210	0.0	1500	210	0	0.50	0	70.2	61.0	44.6	
4-5 AM	365	0.0	1500	365	0	0.52	0	70.2	60.7	44.0	
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	OFF	2101	0	0.00	0	68.1	68.1	68.1	
10-11 AM	2340	0.0	OFF	2340	0	0.00	0	67.8	67.8	67.8	
11AM-NOON	2538	0.0	OFF	2538	0	0.00	0	67.6	67.6	67.6	
NOON-1PM	2812	0.0	OFF	2812	0	0.00	0	67.3	67.3	67.3	
1-2 PM	3026	0.0	OFF	3026	0	0.00	0	66.9	66.9	66.9	
2-3 PM	3507	0.0	OFF	3507	0	0.00	0	66.4	66.4	66.4	
3-4 PM	4208	0.0	OFF	4208	0	0.00	0	62.1	62.1	62.1	
4-5 PM	4019	0.0	OFF	4019	0	0.00	0	63.4	63.4	63.4	
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	1499	1807	646	13.22+	329	67.7	14.0	34.3	
8-9 PM	1574	0.0	1499	1568	5	15.39+	375	68.8	12.5	30.8	
9-10 PM	1385	0.0	1500	1385	0	13.74	333	69.0	13.7	30.8	
10-11 PM	1096	0.0	1499	1096	0	3.09	101	69.4	36.2	37.2	
11PM-MID	702	0.0	1500	702	0	0.55	0	69.9	59.9	42.7	

"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	0.0294
MAIN ROUTE WITH WORKS	0.0285
'DIVERSION'	0.0009
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$18,887
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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

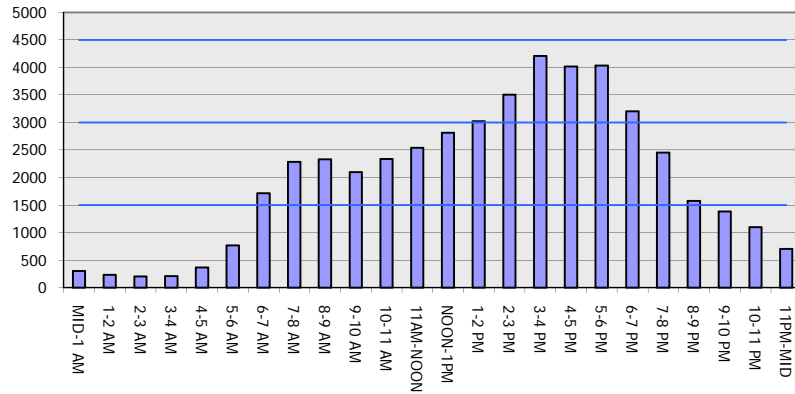
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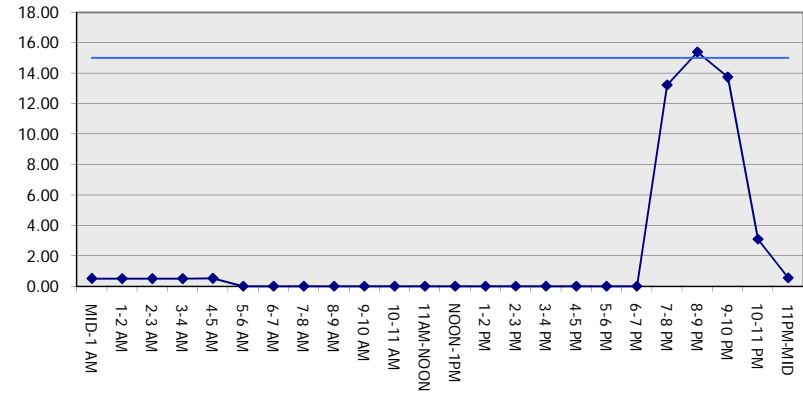
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

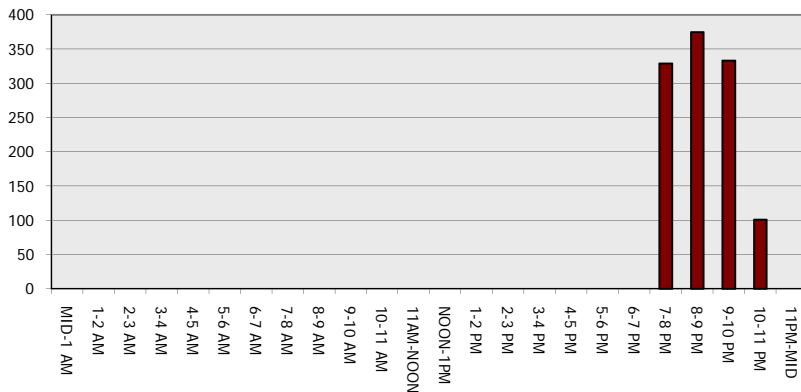
Main Route - Traffic Demand (Vehicles Per Hour)



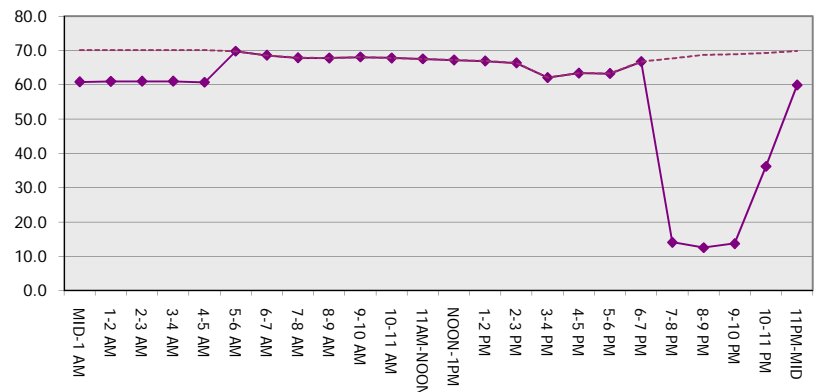
Main Route Average Delay Per Vehicle (Minutes)



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	211	0.0	1500	211	0	0.50	0	70.2	61.0	44.6
1-2 AM	183	0.0	1500	183	0	0.49	0	70.2	61.1	44.8
2-3 AM	192	0.0	1500	192	0	0.50	0	70.2	61.1	44.7
3-4 AM	178	0.0	1500	178	0	0.49	0	70.2	61.1	44.8
4-5 AM	428	0.0	1500	428	0	0.52	0	70.2	60.6	43.8
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	OFF	2110	0	0.00	0	68.1	68.1	68.1
10-11 AM	2116	0.0	OFF	2116	0	0.00	0	68.1	68.1	68.1
11AM-NOON	2159	0.0	OFF	2159	0	0.00	0	68.1	68.1	68.1
NOON-1PM	2149	0.0	OFF	2149	0	0.00	0	68.1	68.1	68.1
1-2 PM	2404	0.0	OFF	2404	0	0.00	0	67.8	67.8	67.8
2-3 PM	2658	0.0	OFF	2658	0	0.00	0	67.4	67.4	67.4
3-4 PM	2927	0.0	OFF	2927	0	0.00	0	67.1	67.1	67.1
4-5 PM	3112	0.0	OFF	3112	0	0.00	0	66.9	66.9	66.9
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	1499	1607	0	4.34	88	68.7	30.2	30.8
8-9 PM	1287	0.0	1499	1287	0	1.88	35	69.1	44.4	34.7
9-10 PM	1174	0.0	1500	1174	0	0.67	0	69.3	57.8	39.3
10-11 PM	920	0.0	1500	920	0	0.58	0	69.6	59.4	42.0
11PM-MID	678	0.0	1500	678	0	0.55	0	69.9	60.0	42.8

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

----- 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	0.0265
MAIN ROUTE WITH WORKS	0.0260
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$2,755
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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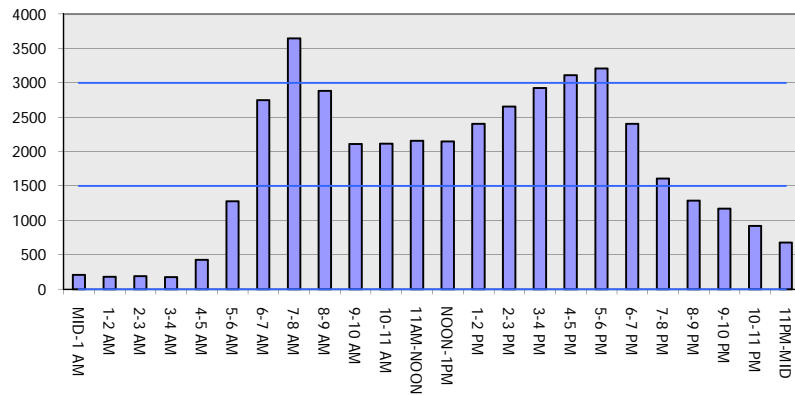
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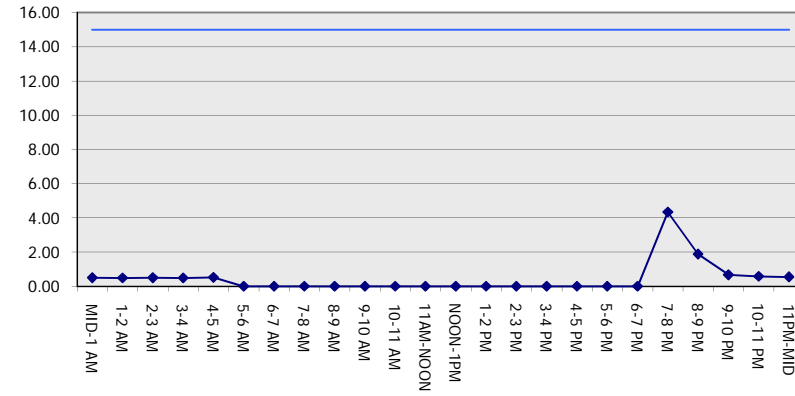
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

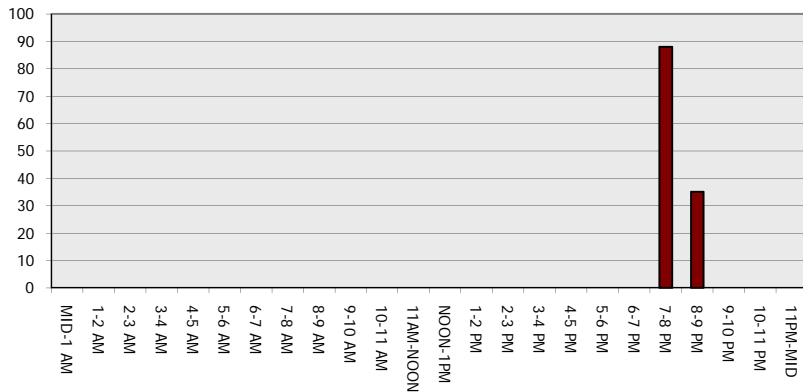
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

