

IH 94: CTH O TO STH 100 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	781	0.0	1499	781	0	2.50	112	69.7	36.0	40.6	
1-2 AM	463	0.0	1500	463	0	0.53	0	70.2	58.5	43.7	
2-3 AM	422	0.0	1500	422	0	0.52	0	70.2	58.6	43.8	
3-4 AM	430	0.0	1500	430	0	0.53	0	70.2	58.6	43.8	
4-5 AM	803	0.0	1500	803	0	0.57	0	69.7	57.5	42.4	
5-6 AM	2219	0.0	1499	2088	131	6.14+	210	68.0	20.9	30.8	
6-7 AM	4683	0.0	1500	1417	3265	15.49+	395	58.9	10.0	35.6	
7-8 AM	5809	0.0	1500	1500	4309	15.33+	400	51.2	9.8	32.6	
8-9 AM	5390	0.0	1500	1500	3890	15.53+	400	54.0	9.8	32.6	
9-10 AM	4257	0.0	1500	1500	2757	15.96+	400	61.8	9.8	32.6	
10-11 AM	4011	0.0	1500	1500	2511	16.04+	400	63.5	9.8	32.6	
11AM-NOON	4082	0.0	1500	1500	2582	16.01+	400	63.0	9.8	32.6	
NOON-1PM	5060	0.0	1500	1500	3560	15.66+	400	56.3	9.8	32.6	
1-2 PM	4104	0.0	1500	1500	2604	16.01+	400	62.8	9.8	32.6	
2-3 PM	4654	0.0	1500	1500	3154	15.82+	400	59.1	9.8	32.6	
3-4 PM	5580	0.0	1500	1500	4080	15.44+	400	52.7	9.8	32.6	
4-5 PM	5589	0.0	1500	1500	4089	15.44+	400	52.7	9.8	32.6	
5-6 PM	5192	0.0	1500	1500	3692	15.61+	400	55.4	9.8	32.6	
6-7 PM	4772	0.0	1500	1500	3272	15.77+	400	58.2	9.8	32.6	
7-8 PM	3232	0.0	1500	1500	1732	16.18+	400	66.7	9.8	32.6	
8-9 PM	2145	0.0	1499	1414	732	16.00+	392	68.1	9.9	31.7	
9-10 PM	2237	0.0	1500	1500	737	16.34+	400	67.9	9.7	30.8	
10-11 PM	2126	0.0	1500	1500	626	16.35+	400	68.1	9.7	30.8	
11PM-MID	1587	0.0	1500	1443	144	16.12+	393	68.7	9.9	30.8	

+ 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	0.0393
MAIN ROUTE WITH WORKS	0.0136
'DIVERSION'	0.0547
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$265,864
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

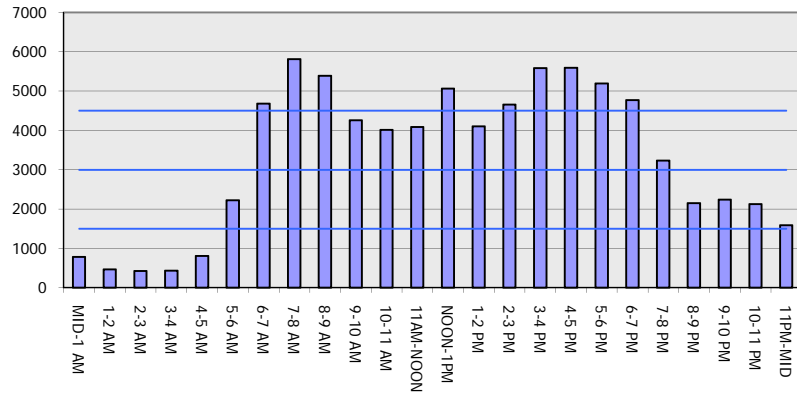
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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
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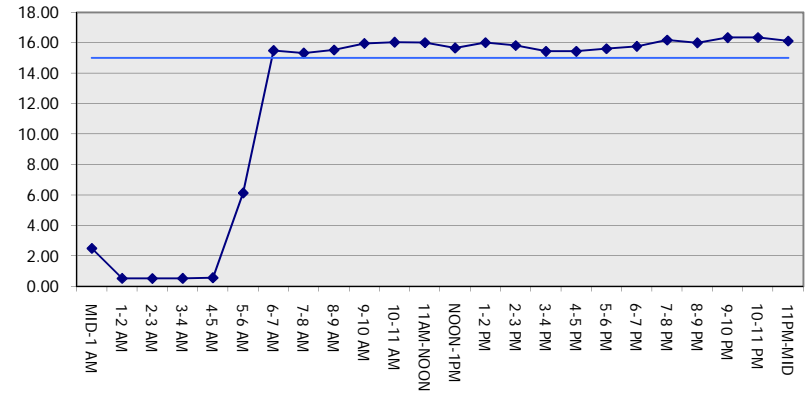
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

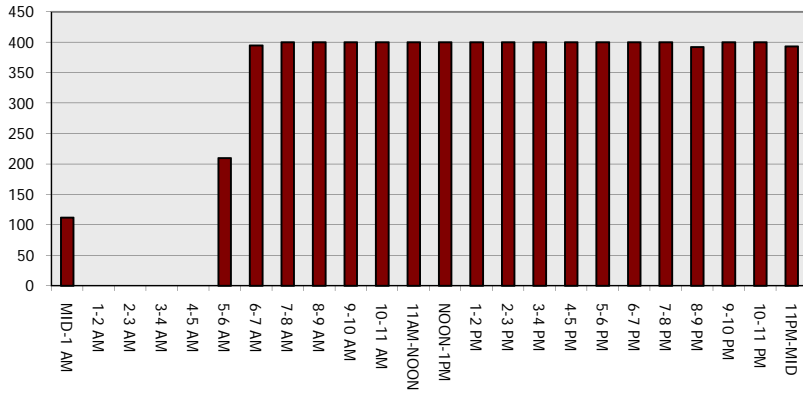
Main Route - Traffic Demand (Vehicles Per Hour)



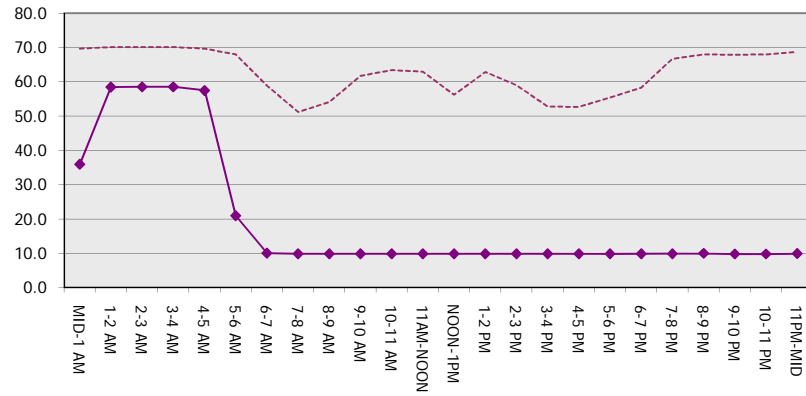
Main Route Average Delay Per Vehicle (Minutes)



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	689	0.0	1499	689	0	2.36	110	69.9	37.0	41.5	
1-2 AM	443	0.0	1500	443	0	0.53	0	70.2	58.6	43.7	
2-3 AM	348	0.0	1500	348	0	0.51	0	70.2	58.7	44.1	
3-4 AM	346	0.0	1500	346	0	0.51	0	70.2	58.7	44.1	
4-5 AM	709	0.0	1500	709	0	0.56	0	69.9	57.8	42.7	
5-6 AM	2129	0.0	1499	2129	0	4.48	180	68.1	25.8	30.8	
6-7 AM	4999	0.0	1500	1286	3712	15.18+	391	56.7	10.1	35.3	
7-8 AM	5939	0.0	1500	1500	4439	15.38+	400	50.3	9.7	30.8	
8-9 AM	5230	0.0	1500	1500	3730	15.70+	400	55.1	9.7	30.8	
9-10 AM	4254	0.0	1500	1500	2754	16.07+	400	61.8	9.7	30.8	
10-11 AM	3723	0.0	1500	1500	2223	16.23+	400	65.4	9.7	30.8	
11AM-NOON	3592	0.0	1500	1500	2092	16.27+	400	66.3	9.7	30.8	
NOON-1PM	4354	0.0	1500	1500	2854	16.03+	400	61.1	9.7	30.8	
1-2 PM	3596	0.0	1500	1500	2096	16.27+	400	66.3	9.7	30.8	
2-3 PM	4374	0.0	1500	1500	2874	16.03+	400	61.0	9.7	30.8	
3-4 PM	5232	0.0	1500	1500	3732	15.70+	400	55.1	9.7	30.8	
4-5 PM	5264	0.0	1500	1500	3764	15.69+	400	54.9	9.7	30.8	
5-6 PM	4883	0.0	1500	1500	3383	15.84+	400	57.5	9.7	30.8	
6-7 PM	4271	0.0	1500	1500	2771	16.06+	400	61.7	9.7	30.8	
7-8 PM	3237	0.0	1500	1500	1737	16.29+	400	66.7	9.7	30.8	
8-9 PM	2291	0.0	1500	1500	791	16.34+	400	67.9	9.7	30.8	
9-10 PM	2390	0.0	1500	1500	890	16.33+	400	67.8	9.7	30.8	
10-11 PM	1869	0.0	1500	1500	369	16.36+	400	68.4	9.7	30.8	
11PM-MID	1643	0.0	1500	1469	174	16.23+	396	68.7	9.8	30.8	

+ 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	0.0374
MAIN ROUTE WITH WORKS	0.0134
'DIVERSION'	0.0507

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$255,537
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

