

IH 94: CTH O TO STH 100 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 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	149	0.0	*****	149	0	1.33	63	70.2	46.7	44.5
1-2 AM	26	0.0	1500	26	0	0.48	0	70.2	59.5	45.4
2-3 AM	161	0.0	1500	161	0	0.49	0	70.2	59.2	44.8
3-4 AM	24	0.0	1500	24	0	0.48	0	70.2	59.5	45.4
4-5 AM	75	0.0	1500	75	0	0.48	0	70.2	59.4	45.2
5-6 AM	148	0.0	1500	148	0	0.49	0	70.2	59.2	44.9
6-7 AM	213	0.0	1500	213	0	0.50	0	70.2	59.1	44.6
7-8 AM	151	0.0	1500	151	0	0.49	0	70.2	59.2	44.9
8-9 AM	3246	0.0	1499	1586	1659	15.07+	380	66.7	10.4	36.3
9-10 AM	2363	0.0	1499	1642	721	13.80+	361	67.8	11.2	35.3
10-11 AM	1522	0.0	1499	1522	0	10.43	244	68.9	14.2	30.8
11AM-NOON	2196	0.0	1500	1655	542	15.78+	387	68.0	10.1	30.8
NOON-1PM	152	0.0	1500	152	0	1.26	57	70.2	47.5	44.5
1-2 PM	2823	0.0	1499	1861	963	10.94+	290	67.3	13.5	30.8
2-3 PM	4964	0.0	1500	1500	3464	15.81+	400	56.9	9.7	30.8
3-4 PM	5384	0.0	1500	1500	3884	15.64+	400	54.1	9.7	30.8
4-5 PM	5218	0.0	1500	1500	3718	15.71+	400	55.2	9.7	30.8
5-6 PM	5462	0.0	1500	1500	3962	15.60+	400	53.5	9.7	30.8
6-7 PM	4132	0.0	1500	1500	2632	16.11+	400	62.6	9.7	30.8
7-8 PM	3291	0.0	1500	1500	1791	16.29+	400	66.6	9.7	30.8
8-9 PM	3007	0.0	1500	1500	1507	16.30+	400	67.0	9.7	30.8
9-10 PM	2603	0.0	1500	1500	1103	16.32+	400	67.5	9.7	30.8
10-11 PM	2305	0.0	1500	1500	805	16.34+	400	67.9	9.7	30.8
11PM-MID	1826	0.0	1500	1528	298	15.87+	387	68.4	10.0	30.8

+ 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	0.0254
MAIN ROUTE WITH WORKS	0.0104
'DIVERSION'	0.0309
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	#VALUE!
CONGESTED HOURS PER DAY*	14

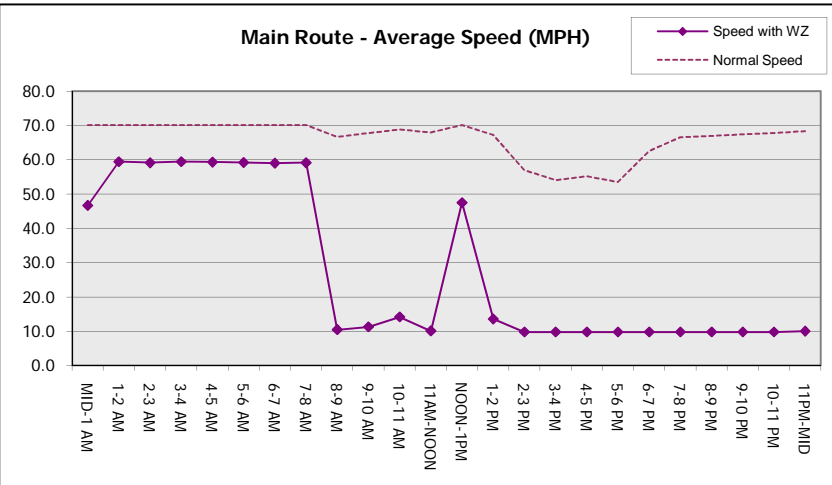
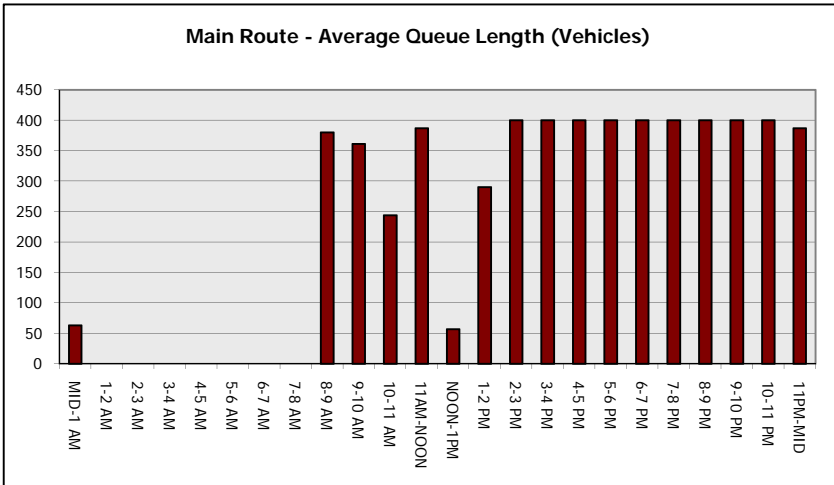
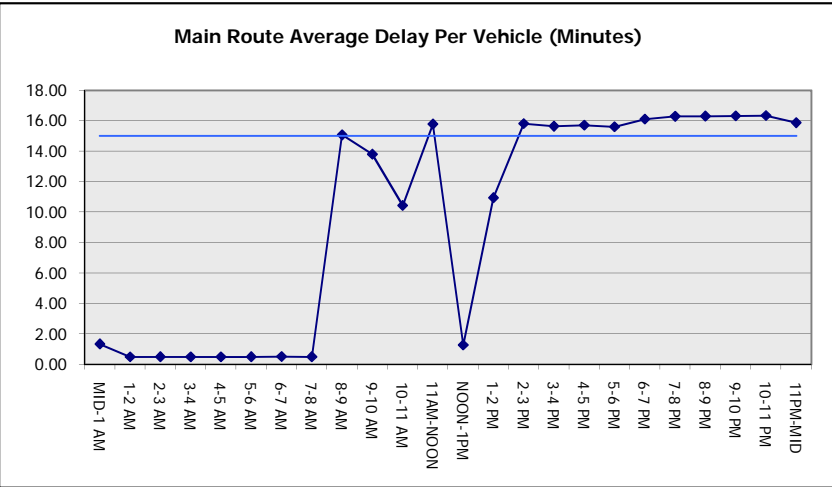
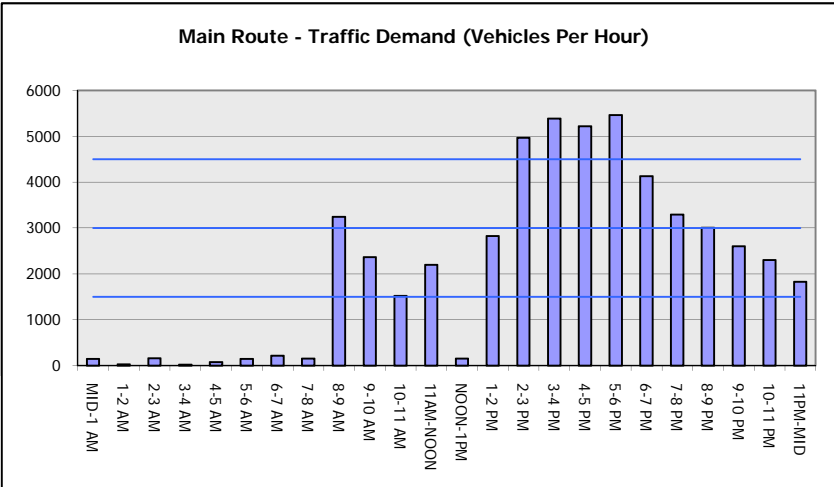
*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION



IH 94: CTH 0 TO STH 100 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	88	0.0	750	88	0	1.09	42	70.2	49.8	44.8
1-2 AM	26	0.0	1500	26	0	0.48	0	70.2	59.5	45.4
2-3 AM	102	0.0	1500	102	0	0.48	0	70.2	59.3	45.1
3-4 AM	14	0.0	1500	14	0	0.47	0	70.2	59.6	45.5
4-5 AM	75	0.0	1500	75	0	0.48	0	70.2	59.4	45.2
5-6 AM	97	0.0	1500	97	0	0.48	0	70.2	59.3	45.1
6-7 AM	246	0.0	1500	246	0	0.50	0	70.2	59.0	44.5
7-8 AM	132	0.0	1500	132	0	0.49	0	70.2	59.2	45.0
8-9 AM	3178	0.0	1499	1664	1514	14.45+	366	66.8	10.8	36.0
9-10 AM	2346	0.0	1499	1713	633	14.75+	369	67.8	10.6	32.2
10-11 AM	1469	0.0	1499	1469	0	15.12	367	68.9	10.4	30.8
11AM-NOON	2157	0.0	1499	1500	657	16.34+	399	68.1	9.7	30.8
NOON-1PM	117	0.0	1500	117	0	1.09	42	70.2	49.7	44.7
1-2 PM	2342	0.0	1499	2082	260	6.01+	210	67.8	21.2	30.8
2-3 PM	5085	0.0	1500	1493	3592	15.39+	399	56.1	9.9	37.9
3-4 PM	5502	0.0	1500	1500	4002	15.24+	400	53.3	9.9	37.6
4-5 PM	5276	0.0	1500	1500	3776	15.34+	400	54.8	9.9	37.6
5-6 PM	5137	0.0	1500	1500	3637	15.40+	400	55.8	9.9	37.6
6-7 PM	4132	0.0	1499	1479	2653	15.75+	398	62.6	9.9	36.9
7-8 PM	3410	0.0	1499	1461	1949	15.97+	397	66.5	9.9	34.6
8-9 PM	2920	0.0	1500	1478	1442	16.10+	398	67.1	9.9	33.2
9-10 PM	2676	0.0	1499	1499	1177	16.25+	399	67.4	9.7	31.8
10-11 PM	2150	0.0	1499	1450	700	16.14+	395	68.1	9.9	31.3
11PM-MID	1625	0.0	1499	1394	232	15.91+	388	68.7	10.0	30.8

+ 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	0.0248
MAIN ROUTE WITH WORKS	0.0103
'DIVERSION'	0.0300

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	#VALUE!
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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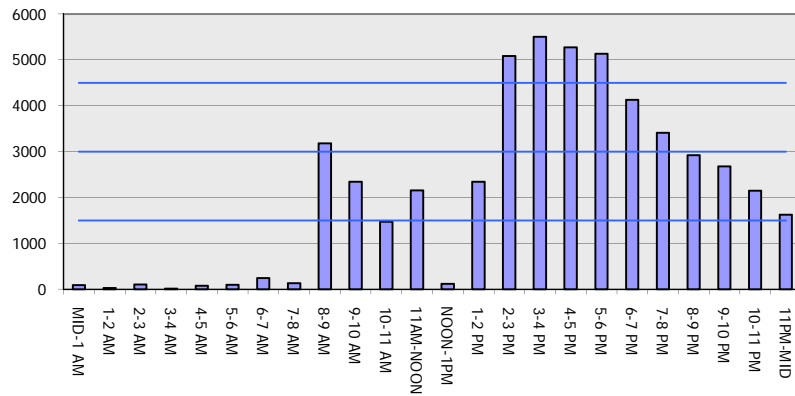
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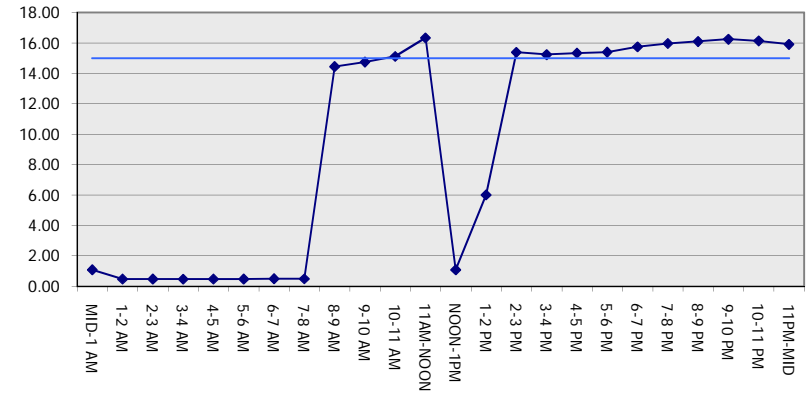
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

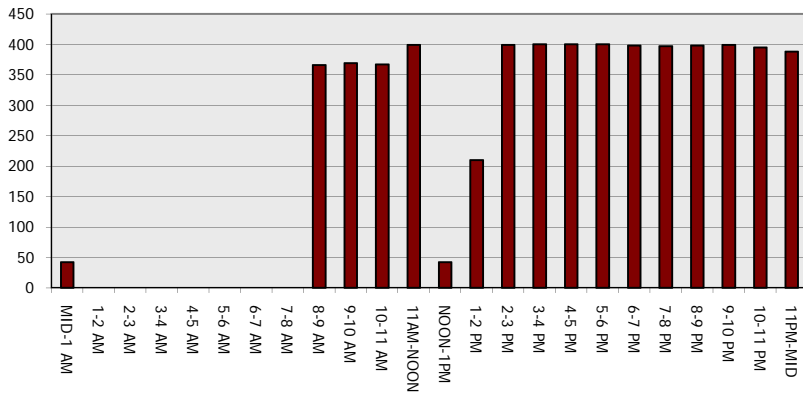
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

