

IH 94: CTH O TO STH 100 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	990	0.0	1499	990	0	3.83	152	69.5	28.6	37.2
1-2 AM	600	0.0	1500	600	0	0.54	0	70.0	58.1	43.1
2-3 AM	589	0.0	1500	589	0	0.54	0	70.0	58.1	43.2
3-4 AM	451	0.0	1500	451	0	0.53	0	70.2	58.5	43.7
4-5 AM	568	0.0	1500	568	0	0.54	0	70.0	58.2	43.2
5-6 AM	1054	0.0	1499	1054	0	0.64	0	69.4	56.1	40.4
6-7 AM	1673	0.0	1499	1673	0	2.24	43	68.7	37.6	30.8
7-8 AM	2450	0.0	1500	1748	702	14.72+	370	67.7	10.6	32.9
8-9 AM	3320	0.0	1499	1500	1820	16.29+	399	66.6	9.7	30.8
9-10 AM	3771	0.0	1500	1500	2271	16.22+	400	65.1	9.7	30.8
10-11 AM	4077	0.0	1500	1500	2577	16.13+	400	63.0	9.7	30.8
11AM-NOON	4492	0.0	1500	1500	2992	15.99+	400	60.2	9.7	30.8
NOON-1PM	4750	0.0	1500	1500	3250	15.89+	400	58.4	9.7	30.8
1-2 PM	4600	0.0	1500	1500	3100	15.95+	400	59.4	9.7	30.8
2-3 PM	4471	0.0	1500	1500	2971	15.99+	400	60.3	9.7	30.8
3-4 PM	4146	0.0	1500	1500	2646	16.10+	400	62.5	9.7	30.8
4-5 PM	4154	0.0	1500	1500	2654	16.10+	400	62.5	9.7	30.8
5-6 PM	3565	0.0	1500	1500	2065	16.27+	400	66.3	9.7	30.8
6-7 PM	3621	0.0	1500	1500	2121	16.26+	400	66.1	9.7	30.8
7-8 PM	2652	0.0	1500	1500	1152	16.32+	400	67.4	9.7	30.8
8-9 PM	2311	0.0	1500	1500	811	16.34+	400	67.9	9.7	30.8
9-10 PM	2291	0.0	1500	1500	791	16.34+	400	67.9	9.7	30.8
10-11 PM	2494	0.0	1500	1500	994	16.33+	400	67.6	9.7	30.8
11PM-MID	1596	0.0	1500	1437	158	16.10+	393	68.7	9.9	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	0.0319
MAIN ROUTE WITH WORKS	0.0135
'DIVERSION'	0.0378
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$260,753
CONGESTED HOURS PER DAY*	17

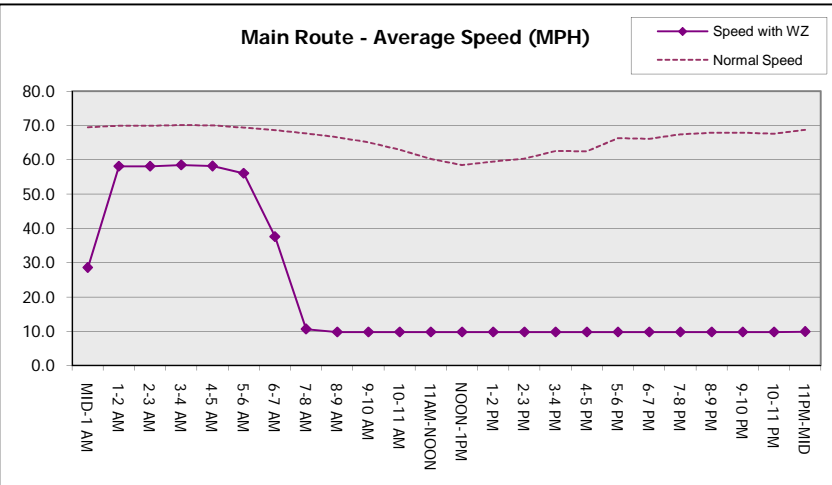
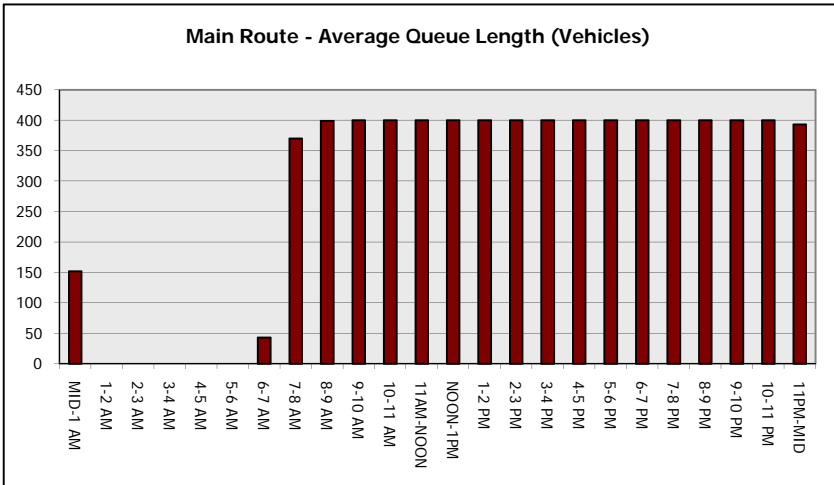
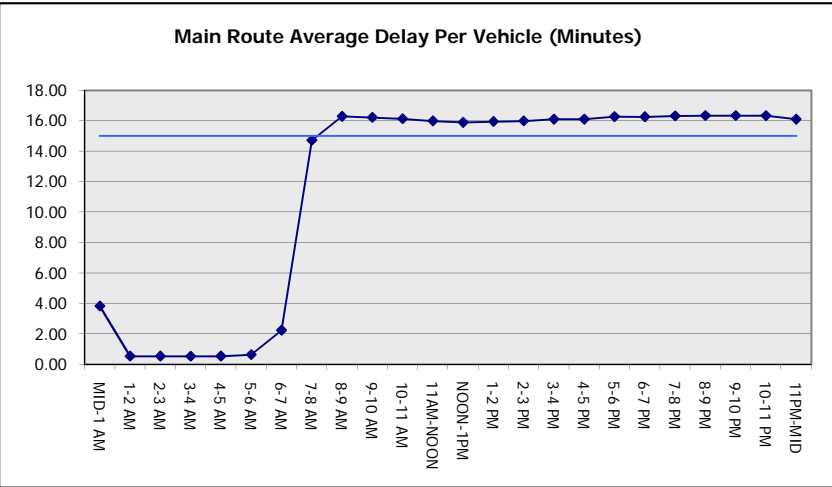
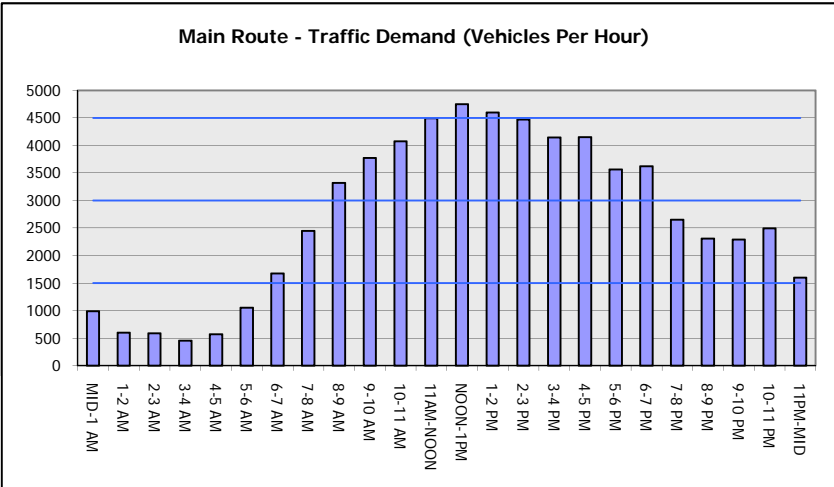
*Delays Exceeding User-Specified Maximum

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

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION



IH 94: CTH 0 TO STH 100 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	1057	0.0	1499	1057	0	5.62	198	69.4	22.4	36.1
1-2 AM	530	0.0	1500	530	0	0.54	0	70.0	58.3	43.4
2-3 AM	411	0.0	1500	411	0	0.52	0	70.2	58.6	43.8
3-4 AM	276	0.0	1500	276	0	0.51	0	70.2	58.9	44.4
4-5 AM	383	0.0	1500	383	0	0.52	0	70.2	58.7	44.0
5-6 AM	874	0.0	1500	874	0	0.57	0	69.7	57.3	42.1
6-7 AM	1437	0.0	1499	1437	0	1.25	8	68.9	47.1	33.1
7-8 AM	1952	0.0	1500	1952	0	7.63	216	68.3	17.9	30.8
8-9 AM	2898	0.0	1500	1500	1398	16.26+	400	67.1	9.7	31.5
9-10 AM	3342	0.0	1500	1500	1842	16.24+	400	66.6	9.7	31.5
10-11 AM	3600	0.0	1500	1500	2100	16.23+	400	66.3	9.7	31.5
11AM-NOON	4029	0.0	1500	1500	2529	16.10+	400	63.3	9.7	31.5
NOON-1PM	4355	0.0	1500	1500	2855	15.99+	400	61.1	9.7	31.5
1-2 PM	4277	0.0	1500	1500	2777	16.02+	400	61.7	9.7	31.5
2-3 PM	4387	0.0	1500	1500	2887	15.98+	400	60.9	9.7	31.5
3-4 PM	4352	0.0	1500	1500	2852	15.99+	400	61.1	9.7	31.5
4-5 PM	4482	0.0	1500	1500	2982	15.95+	400	60.2	9.7	31.5
5-6 PM	4752	0.0	1500	1500	3252	15.85+	400	58.4	9.7	31.5
6-7 PM	4382	0.0	1500	1500	2882	15.98+	400	60.9	9.7	31.5
7-8 PM	3510	0.0	1500	1500	2010	16.23+	400	66.4	9.7	31.5
8-9 PM	2652	0.0	1500	1500	1152	16.27+	400	67.4	9.7	31.5
9-10 PM	2837	0.0	1500	1500	1337	16.27+	400	67.2	9.7	31.5
10-11 PM	2361	0.0	1500	1453	909	16.13+	395	67.8	9.9	31.5
11PM-MID	1753	0.0	1499	1438	315	16.11+	393	68.6	9.9	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	0.0320
MAIN ROUTE WITH WORKS	0.0132
'DIVERSION'	0.0389

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$261,268
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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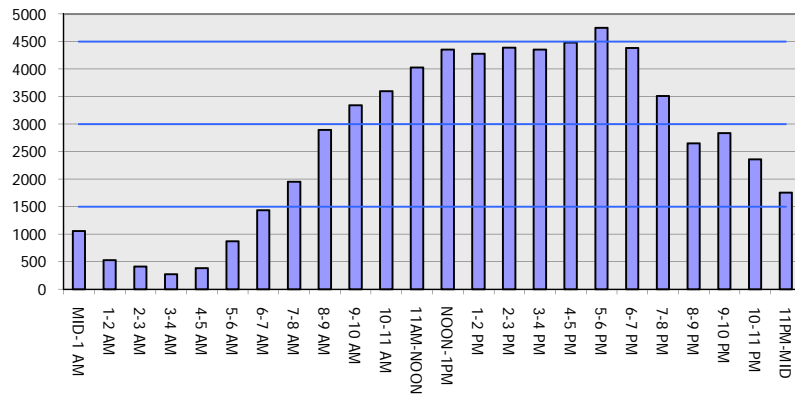
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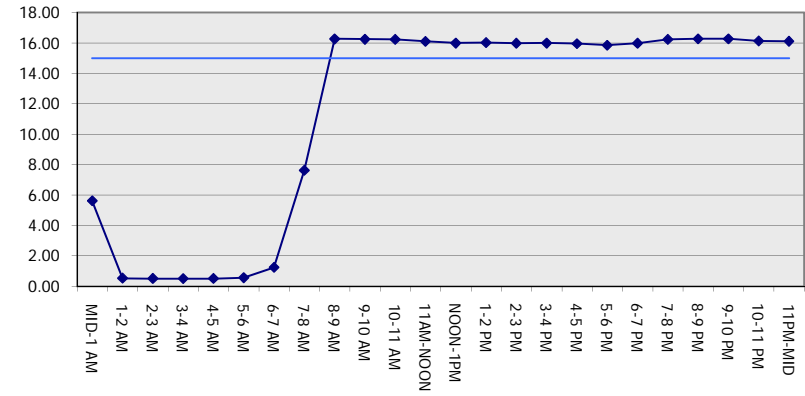
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

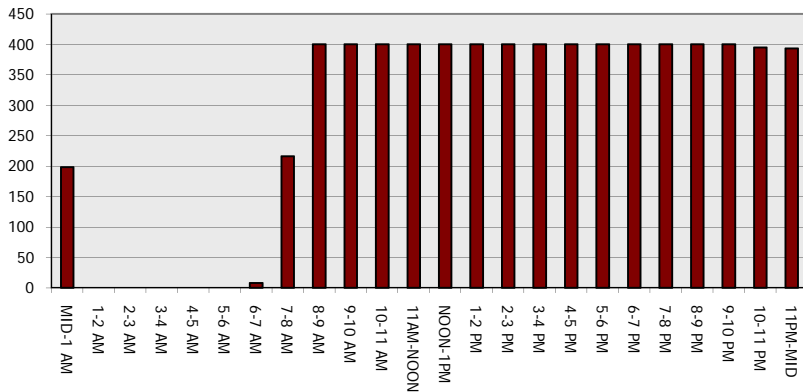
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

