

IH 94: CTH G TO STH 16 (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	341	0.0	1500	341	0	0.51	0	70.2	60.8	44.1	
1-2 AM	233	0.0	1500	233	0	0.50	0	70.2	61.0	44.5	
2-3 AM	208	0.0	1500	208	0	0.50	0	70.2	61.0	44.6	
3-4 AM	217	0.0	1500	217	0	0.50	0	70.2	61.0	44.6	
4-5 AM	342	0.0	1500	342	0	0.51	0	70.2	60.8	44.1	
5-6 AM	772	0.0	1500	772	0	0.56	0	69.8	59.7	42.5	
6-7 AM	1716	0.0	1499	1716	0	2.64	57	68.6	38.7	30.8	
7-8 AM	2390	0.0	1499	1751	639	15.45+	381	67.8	12.4	30.8	
8-9 AM	2390	0.0	1500	1500	890	16.32+	400	67.8	11.9	30.8	
9-10 AM	2142	0.0	1499	1489	653	16.30+	398	68.1	11.9	30.8	
10-11 AM	2256	0.0	1500	1500	756	16.33+	400	67.9	11.9	30.8	
11AM-NOON	2431	0.0	1500	1500	931	16.32+	400	67.7	11.9	30.8	
NOON-1PM	2701	0.0	1500	1500	1201	16.30+	400	67.4	11.9	30.8	
1-2 PM	2858	0.0	1500	1500	1358	16.29+	400	67.2	11.9	30.8	
2-3 PM	3253	0.0	1500	1500	1753	16.27+	400	66.7	11.9	30.8	
3-4 PM	4046	0.0	1500	1500	2546	16.07+	400	63.2	11.9	30.8	
4-5 PM	4437	0.0	1500	1500	2937	15.91+	400	60.5	11.9	30.8	
5-6 PM	4343	0.0	1500	1500	2843	15.95+	400	61.2	11.9	30.8	
6-7 PM	3013	0.0	1500	1500	1513	16.28+	400	67.0	11.9	30.8	
7-8 PM	1940	0.0	1500	1437	504	16.10+	393	68.3	12.0	30.8	
8-9 PM	1502	0.0	1499	1457	45	15.81+	385	68.9	12.2	30.8	
9-10 PM	1236	0.0	1499	1236	0	9.29	233	69.2	18.4	32.0	
10-11 PM	987	0.0	1500	987	0	0.81	8	69.5	56.0	41.7	
11PM-MID	715	0.0	1500	715	0	0.56	0	69.9	59.9	42.7	

+ 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	0.0289
MAIN ROUTE WITH WORKS	0.0155
'DIVERSION'	0.0267
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$147,095
CONGESTED HOURS PER DAY*	14

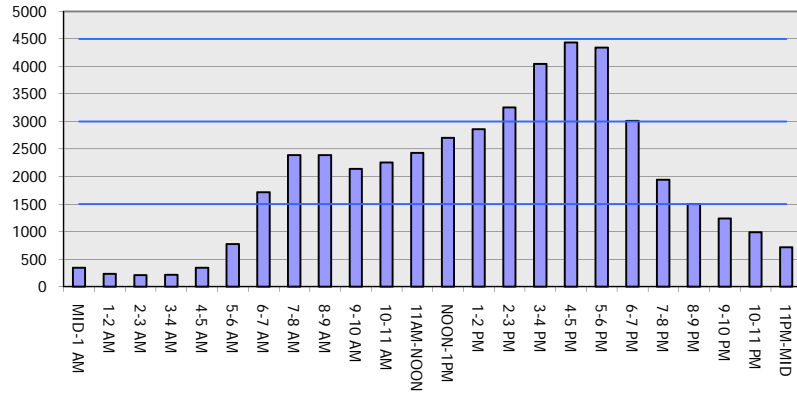
*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

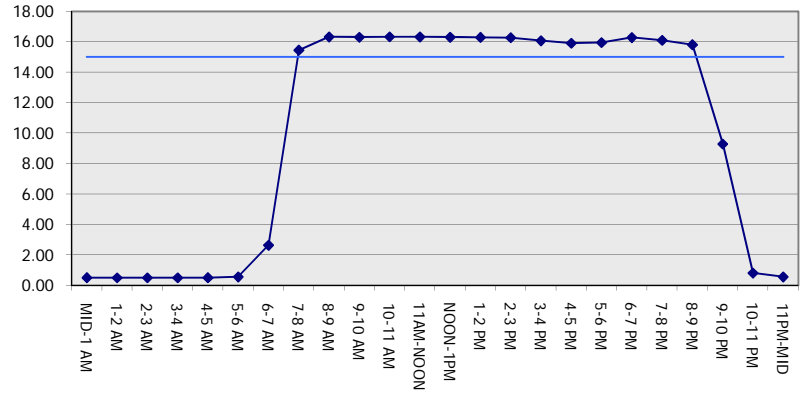
MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

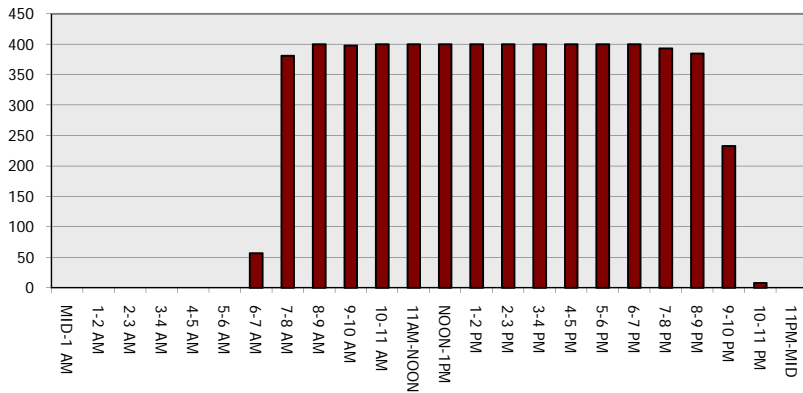
Main Route - Traffic Demand (Vehicles Per Hour)



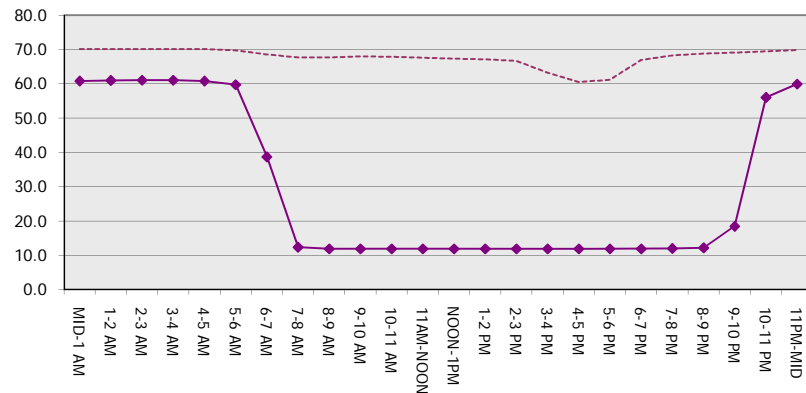
Main Route Average Delay Per Vehicle (Minutes)



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	261	0.0	1500	261	0	0.50	0	70.2	61.0	44.5
1-2 AM	191	0.0	1500	191	0	0.50	0	70.2	61.1	44.7
2-3 AM	220	0.0	1500	220	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	373	0.0	1500	373	0	0.52	0	70.2	60.7	44.0
5-6 AM	1298	0.0	1499	1298	0	1.16	11	69.1	51.4	36.2
6-7 AM	2707	0.0	1500	1957	750	13.12+	336	67.4	14.1	31.5
7-8 AM	3648	0.0	1500	1500	2148	16.13+	400	66.0	11.9	32.3
8-9 AM	2831	0.0	1500	1487	1344	16.16+	398	67.2	11.9	32.3
9-10 AM	2134	0.0	1499	1454	679	16.16+	396	68.1	11.9	31.2
10-11 AM	1931	0.0	1500	1500	431	16.35+	400	68.3	11.9	30.8
11AM-NOON	2089	0.0	1500	1500	589	16.34+	399	68.1	11.9	30.8
NOON-1PM	2098	0.0	1500	1500	598	16.34+	400	68.1	11.9	30.8
1-2 PM	2251	0.0	1500	1500	751	16.33+	400	67.9	11.9	30.8
2-3 PM	2634	0.0	1500	1500	1134	16.31+	400	67.4	11.9	30.8
3-4 PM	2850	0.0	1500	1500	1350	16.29+	400	67.2	11.9	30.8
4-5 PM	2836	0.0	1500	1500	1336	16.29+	400	67.2	11.9	30.8
5-6 PM	3023	0.0	1500	1500	1523	16.28+	400	67.0	11.9	30.8
6-7 PM	2414	0.0	1500	1500	914	16.32+	400	67.8	11.9	30.8
7-8 PM	1798	0.0	1500	1452	346	16.16+	395	68.5	11.9	30.8
8-9 PM	1447	0.0	1499	1438	9	15.66+	381	68.9	12.3	30.8
9-10 PM	1148	0.0	1499	1148	0	5.80	170	69.3	25.5	34.4
10-11 PM	1004	0.0	1500	1004	0	0.59	0	69.5	59.2	41.7
11PM-MID	634	0.0	1500	634	0	0.55	0	69.9	60.1	43.0

+ 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	0.0261
MAIN ROUTE WITH WORKS	0.0156
'DIVERSION'	0.0200

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$133,435
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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FRIDAY EASTBOUND DIRECTION

