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| IH 94: CTH O TO STH 100 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) 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 | 3000 | 781 | 0 | 0.35 | 0 | 69.7 | 61.6 | 49.7 |
| 1-2 AM | 463 | 0.0 | 3000 | 463 | 0 | 0.36 | 0 | 70.2 | 61.8 | 49.7 |
| 2-3 AM | 422 | 0.0 | 3000 | 422 | 0 | 0.36 | 0 | 70.2 | 61.8 | 49.7 |
| 3-4 AM | 430 | 0.0 | 3000 | 430 | 0 | 0.36 | 0 | 70.2 | 61.8 | 49.7 |
| 4-5 AM | 803 | 0.0 | 3000 | 803 | 0 | 0.35 | 0 | 69.7 | 61.5 | 49.7 |
| 5-6 AM | 2219 | 0.0 | 2999 | 2219 | 0 | 0.43 | 0 | 68.0 | 58.7 | 46.0 |
| 6-7 AM | 4683 | 0.0 | 2999 | 3714 | 968 | 9.48+ | 586 | 58.9 | 16.0 | 37.8 |
| 7-8 AM | 5809 | 0.0 | 3000 | 3029 | 2780 | 15.62+ | 881 | 51.2 | 11.6 | 37.9 |
| 8-9 AM | 5390 | 0.0 | 3000 | 3052 | 2338 | 15.83+ | 878 | 54.0 | 11.6 | 37.3 |
| 9-10 AM | 4257 | 0.0 | 3000 | 3062 | 1195 | 16.05+ | 860 | 61.8 | 11.7 | 37.3 |
| 10-11 AM | 4011 | 0.0 | 2999 | 2998 | 1012 | 16.00+ | 852 | 63.5 | 11.7 | 37.3 |
| 11AM-NOON | 4082 | 0.0 | 2999 | 3003 | 1078 | 16.03+ | 855 | 63.0 | 11.7 | 37.3 |
| NOON-1PM | 5060 | 0.0 | 2999 | 3000 | 2059 | 16.12+ | 884 | 56.3 | 11.5 | 37.3 |
| 1-2 PM | 4104 | 0.0 | 3000 | 2997 | 1107 | 16.00+ | 854 | 62.8 | 11.7 | 37.3 |
| 2-3 PM | 4654 | 0.0 | 2999 | 3017 | 1637 | 16.21+ | 878 | 59.1 | 11.6 | 37.3 |
| 3-4 PM | 5580 | 0.0 | 3000 | 3000 | 2580 | 15.84+ | 884 | 52.7 | 11.5 | 37.3 |
| 4-5 PM | 5589 | 0.0 | 3000 | 3000 | 2589 | 15.84+ | 884 | 52.7 | 11.5 | 37.3 |
| 5-6 PM | 5192 | 0.0 | 3000 | 3000 | 2192 | 16.06+ | 884 | 55.4 | 11.5 | 37.3 |
| 6-7 PM | 4772 | 0.0 | 3000 | 3005 | 1767 | 16.20+ | 881 | 58.2 | 11.6 | 37.3 |
| 7-8 PM | 3232 | 0.0 | 3000 | 2923 | 309 | 15.98+ | 841 | 66.7 | 11.7 | 37.3 |
| 8-9 PM | 2145 | 0.0 | 2999 | 2145 | 0 | 5.71 | 406 | 68.1 | 22.6 | 43.7 |
| 9-10 PM | 2237 | 0.0 | 3000 | 2237 | 0 | 0.33 | 0 | 67.9 | 60.6 | 49.7 |
| 10-11 PM | 2126 | 0.0 | 3000 | 2126 | 0 | 0.33 | 0 | 68.1 | 60.7 | 49.7 |
| 11PM-MID | 1587 | 0.0 | 3000 | 1587 | 0 | 0.34 | 0 | 68.7 | 61.0 | 49.7 |

+ 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 | 0.0393 |
| MAIN ROUTE WITH WORKS | 0.0239 |
| 'DIVERSION' | 0.0270 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$234,198 |
| CONGESTED HOURS PER DAY* | 14 |

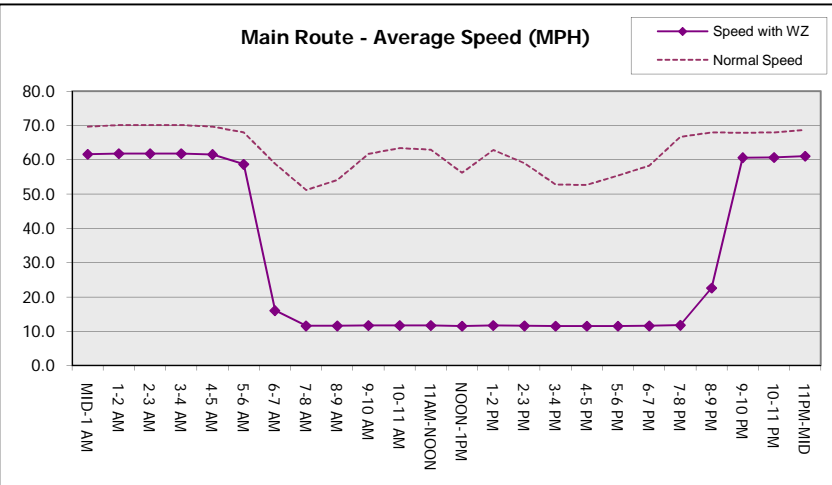
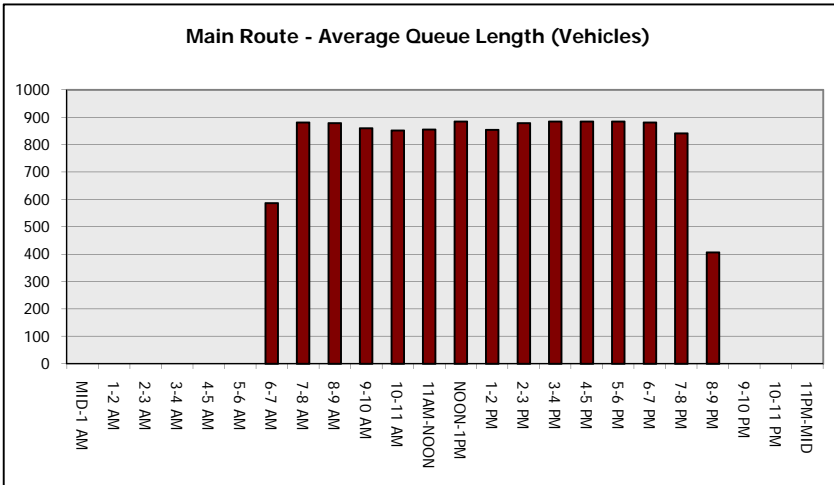
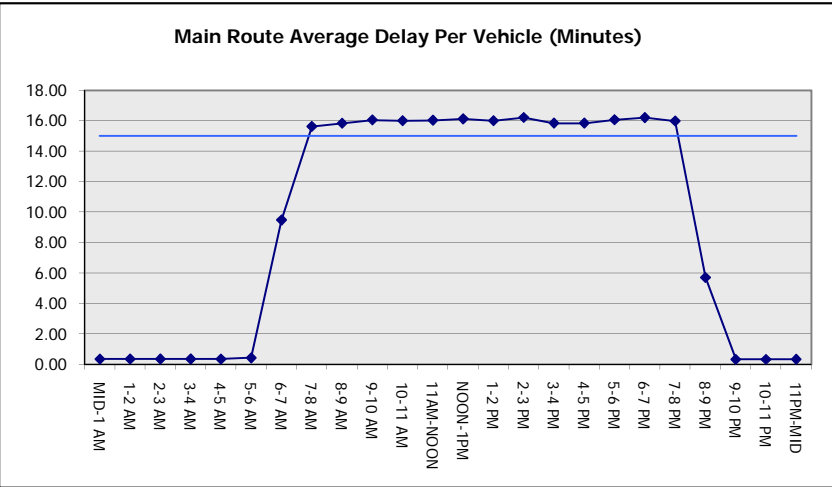
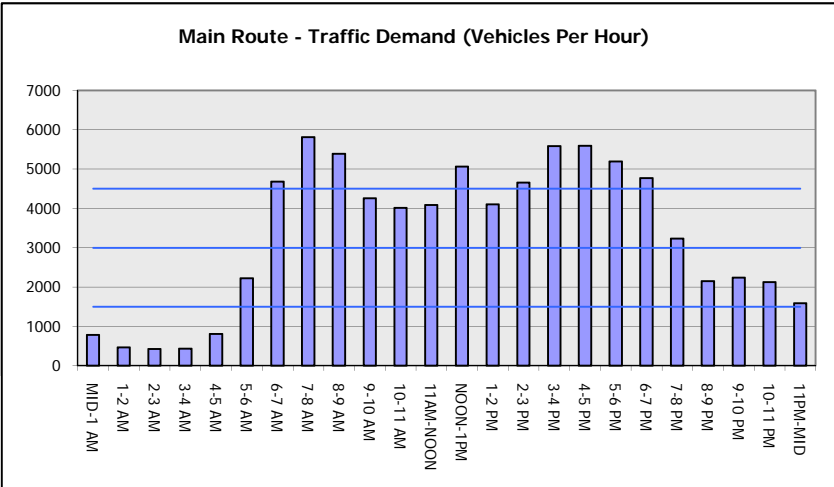
*Delays Exceeding User-Specified Maximum

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

MAY
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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION



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

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 | 3000 | 689 | 0 | 0.36 | 0 | 69.9 | 61.7 | 49.7 |
| 1-2 AM | 443 | 0.0 | 3000 | 443 | 0 | 0.36 | 0 | 70.2 | 61.8 | 49.7 |
| 2-3 AM | 348 | 0.0 | 3000 | 348 | 0 | 0.36 | 0 | 70.2 | 61.8 | 49.7 |
| 3-4 AM | 346 | 0.0 | 3000 | 346 | 0 | 0.36 | 0 | 70.2 | 61.8 | 49.7 |
| 4-5 AM | 709 | 0.0 | 3000 | 709 | 0 | 0.36 | 0 | 69.9 | 61.6 | 49.7 |
| 5-6 AM | 2129 | 0.0 | 2999 | 2129 | 0 | 0.42 | 0 | 68.1 | 59.0 | 46.4 |
| 6-7 AM | 4999 | 0.0 | 2999 | 3772 | 1226 | 10.59+ | 631 | 56.7 | 14.7 | 37.3 |
| 7-8 AM | 5939 | 0.0 | 2999 | 3000 | 2939 | 15.63+ | 884 | 50.3 | 11.5 | 37.3 |
| 8-9 AM | 5230 | 0.0 | 3000 | 3043 | 2188 | 15.94+ | 879 | 55.1 | 11.6 | 37.3 |
| 9-10 AM | 4254 | 0.0 | 3000 | 3046 | 1208 | 16.05+ | 860 | 61.8 | 11.7 | 37.3 |
| 10-11 AM | 3723 | 0.0 | 3000 | 2997 | 726 | 16.08+ | 850 | 65.4 | 11.7 | 37.3 |
| 11AM-NOON | 3592 | 0.0 | 2999 | 2998 | 594 | 16.12+ | 850 | 66.3 | 11.7 | 37.3 |
| NOON-1PM | 4354 | 0.0 | 2999 | 3012 | 1343 | 16.12+ | 866 | 61.1 | 11.6 | 37.3 |
| 1-2 PM | 3596 | 0.0 | 3000 | 2995 | 601 | 16.12+ | 850 | 66.3 | 11.7 | 37.3 |
| 2-3 PM | 4374 | 0.0 | 2999 | 3017 | 1357 | 16.14+ | 867 | 61.0 | 11.6 | 37.3 |
| 3-4 PM | 5232 | 0.0 | 3000 | 3000 | 2232 | 16.04+ | 884 | 55.1 | 11.5 | 37.3 |
| 4-5 PM | 5264 | 0.0 | 3000 | 3000 | 2264 | 16.02+ | 884 | 54.9 | 11.5 | 37.3 |
| 5-6 PM | 4883 | 0.0 | 3000 | 3000 | 1884 | 16.21+ | 884 | 57.5 | 11.5 | 37.3 |
| 6-7 PM | 4271 | 0.0 | 3000 | 2985 | 1286 | 16.13+ | 865 | 61.7 | 11.6 | 37.3 |
| 7-8 PM | 3237 | 0.0 | 3000 | 2967 | 271 | 16.05+ | 845 | 66.7 | 11.7 | 37.3 |
| 8-9 PM | 2291 | 0.0 | 2999 | 2291 | 0 | 8.70+ | 503 | 67.9 | 17.0 | 40.7 |
| 9-10 PM | 2390 | 0.0 | 3000 | 2390 | 0 | 0.54 | 13 | 67.8 | 56.6 | 48.4 |
| 10-11 PM | 1869 | 0.0 | 3000 | 1869 | 0 | 0.34 | 0 | 68.4 | 60.9 | 49.7 |
| 11PM-MID | 1643 | 0.0 | 3000 | 1643 | 0 | 0.34 | 0 | 68.7 | 61.0 | 49.7 |

+ 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 | 0.0238 |
| 'DIVERSION' | 0.0230 |

PIA: Personal Injury Accidents

| | |
|--------------------------|-----------|
| ROAD USER COSTS PER DAY | \$225,218 |
| CONGESTED HOURS PER DAY* | 15 |

*Delays Exceeding User-Specified Maximum

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FRIDAY EASTBOUND DIRECTION

