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| IH 94: CTH O TO STH 100 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 751 | 0.0 | 3000 | 751 | 0 | 0.35 | 0 | 69.8 | 61.6 | 49.7 |
| 1-2 AM | 677 | 0.0 | 3000 | 677 | 0 | 0.36 | 0 | 69.9 | 61.7 | 49.7 |
| 2-3 AM | 621 | 0.0 | 3000 | 621 | 0 | 0.36 | 0 | 70.0 | 61.7 | 49.7 |
| 3-4 AM | 449 | 0.0 | 3000 | 449 | 0 | 0.36 | 0 | 70.2 | 61.8 | 49.7 |
| 4-5 AM | 538 | 0.0 | 3000 | 538 | 0 | 0.36 | 0 | 70.0 | 61.7 | 49.7 |
| 5-6 AM | 667 | 0.0 | 3000 | 667 | 0 | 0.36 | 0 | 69.9 | 61.7 | 49.7 |
| 6-7 AM | 1041 | 0.0 | 3000 | 1041 | 0 | 0.35 | 0 | 69.4 | 61.4 | 49.7 |
| 7-8 AM | 1143 | 0.0 | 3000 | 1143 | 0 | 0.35 | 0 | 69.3 | 61.4 | 49.7 |
| 8-9 AM | 2423 | 0.0 | 3000 | 2423 | 0 | 0.35 | 0 | 67.8 | 60.1 | 48.7 |
| 9-10 AM | 2113 | 0.0 | 3000 | 2113 | 0 | 0.33 | 0 | 68.1 | 60.7 | 49.7 |
| 10-11 AM | 2264 | 0.0 | 2999 | 2264 | 0 | 0.35 | 0 | 67.9 | 60.2 | 48.8 |
| 11AM-NOON | 3629 | 0.0 | 2999 | 3629 | 0 | 4.15 | 248 | 66.1 | 26.7 | 37.3 |
| NOON-1PM | 4364 | 0.0 | 2999 | 3236 | 1127 | 15.83+ | 851 | 61.0 | 11.7 | 37.3 |
| 1-2 PM | 3542 | 0.0 | 3000 | 2996 | 546 | 16.12+ | 849 | 66.3 | 11.7 | 37.3 |
| 2-3 PM | 2530 | 0.0 | 2999 | 2530 | 0 | 11.29+ | 595 | 67.6 | 14.0 | 37.3 |
| 3-4 PM | 4503 | 0.0 | 3000 | 3578 | 924 | 14.53+ | 795 | 60.1 | 12.2 | 37.3 |
| 4-5 PM | 4097 | 0.0 | 2999 | 2909 | 1187 | 16.19+ | 864 | 62.8 | 11.6 | 37.3 |
| 5-6 PM | 3673 | 0.0 | 2999 | 2992 | 681 | 16.10+ | 850 | 65.8 | 11.7 | 37.3 |
| 6-7 PM | 3162 | 0.0 | 2999 | 2965 | 197 | 16.05+ | 844 | 66.8 | 11.7 | 37.3 |
| 7-8 PM | 2647 | 0.0 | 2999 | 2647 | 0 | 13.01+ | 682 | 67.4 | 12.9 | 37.3 |
| 8-9 PM | 2410 | 0.0 | 2999 | 2410 | 0 | 2.67 | 184 | 67.8 | 34.3 | 43.5 |
| 9-10 PM | 3079 | 0.0 | 2999 | 3079 | 0 | 1.55 | 47 | 66.9 | 42.9 | 37.3 |
| 10-11 PM | 2166 | 0.0 | 3000 | 2166 | 0 | 0.43 | 5 | 68.1 | 58.7 | 48.9 |
| 11PM-MID | 968 | 0.0 | 3000 | 968 | 0 | 0.35 | 0 | 69.6 | 61.5 | 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 | 0.0264 |
| MAIN ROUTE WITH WORKS | 0.0209 |
| 'DIVERSION' | 0.0053 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$129,646 |
| CONGESTED HOURS PER DAY* | 8 |

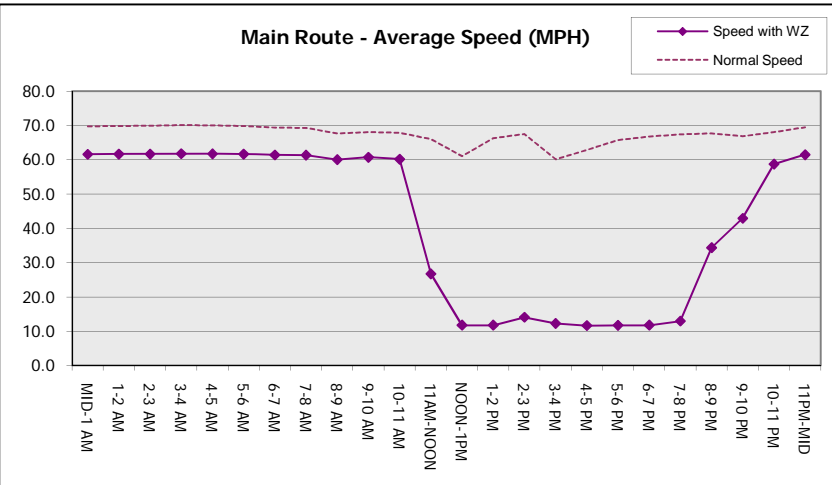
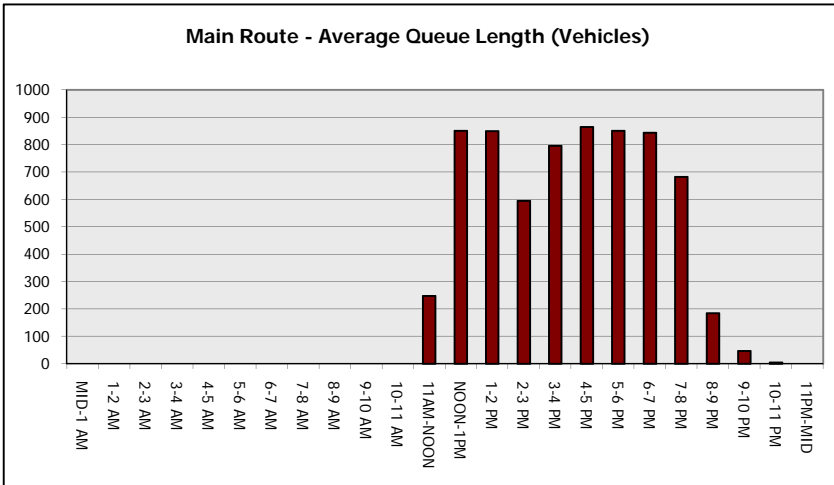
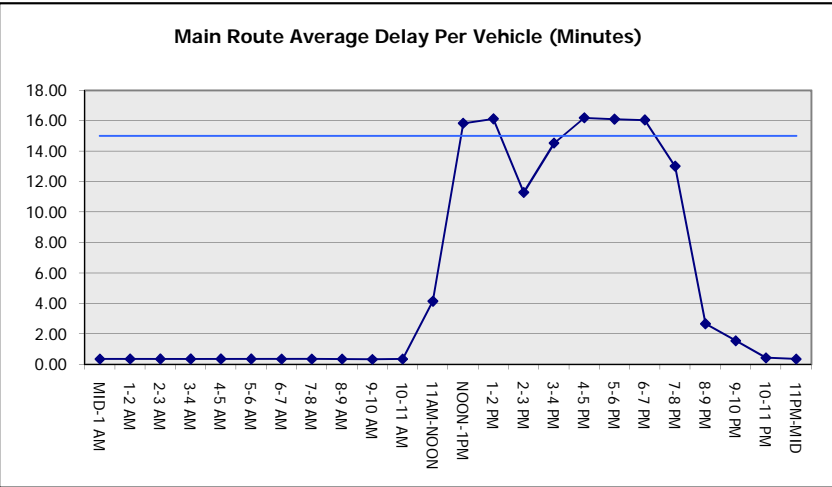
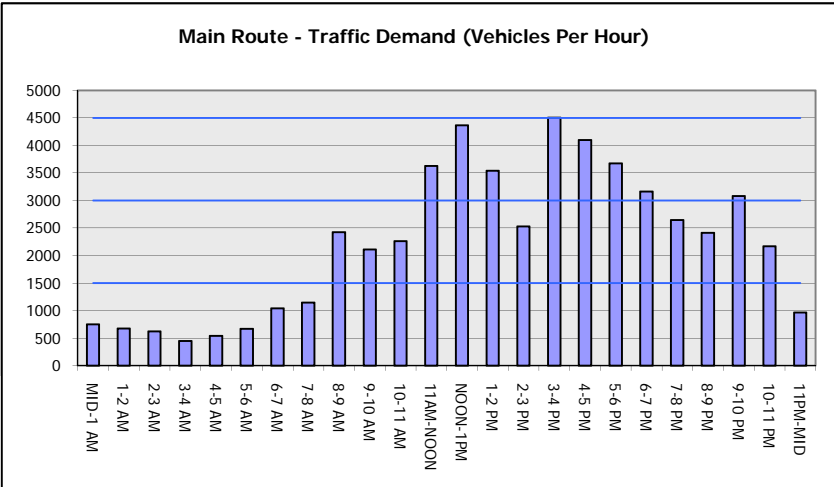
*Delays Exceeding User-Specified Maximum

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

AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION



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

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 | 525 | 0.0 | 3000 | 525 | 0 | 0.36 | 0 | 70.1 | 61.7 | 49.7 |
| 1-2 AM | 480 | 0.0 | 3000 | 480 | 0 | 0.36 | 0 | 70.1 | 61.8 | 49.7 |
| 2-3 AM | 344 | 0.0 | 3000 | 344 | 0 | 0.36 | 0 | 70.2 | 61.8 | 49.7 |
| 3-4 AM | 300 | 0.0 | 3000 | 300 | 0 | 0.36 | 0 | 70.2 | 61.8 | 49.7 |
| 4-5 AM | 476 | 0.0 | 3000 | 476 | 0 | 0.36 | 0 | 70.1 | 61.8 | 49.7 |
| 5-6 AM | 599 | 0.0 | 3000 | 599 | 0 | 0.36 | 0 | 70.0 | 61.7 | 49.7 |
| 6-7 AM | 831 | 0.0 | 3000 | 831 | 0 | 0.35 | 0 | 69.7 | 61.5 | 49.7 |
| 7-8 AM | 902 | 0.0 | 3000 | 902 | 0 | 0.35 | 0 | 69.6 | 61.5 | 49.7 |
| 8-9 AM | 2130 | 0.0 | 3000 | 2130 | 0 | 0.33 | 0 | 68.1 | 60.7 | 49.7 |
| 9-10 AM | 1973 | 0.0 | 3000 | 1973 | 0 | 0.34 | 0 | 68.3 | 60.8 | 49.7 |
| 10-11 AM | 2227 | 0.0 | 2999 | 2227 | 0 | 0.36 | 0 | 67.9 | 60.1 | 48.6 |
| 11AM-NOON | 3955 | 0.0 | 2999 | 3955 | 0 | 6.33 | 408 | 63.8 | 20.9 | 37.3 |
| NOON-1PM | 4420 | 0.0 | 2999 | 2917 | 1504 | 16.20+ | 872 | 60.7 | 11.6 | 37.3 |
| 1-2 PM | 3666 | 0.0 | 3000 | 2994 | 672 | 16.10+ | 850 | 65.8 | 11.7 | 37.3 |
| 2-3 PM | 2659 | 0.0 | 2999 | 2659 | 0 | 12.69+ | 664 | 67.4 | 13.1 | 37.3 |
| 3-4 PM | 4634 | 0.0 | 3000 | 3388 | 1246 | 15.27+ | 830 | 59.2 | 11.9 | 37.3 |
| 4-5 PM | 4529 | 0.0 | 2999 | 2963 | 1566 | 16.25+ | 877 | 59.9 | 11.6 | 37.3 |
| 5-6 PM | 4105 | 0.0 | 3000 | 2984 | 1120 | 16.04+ | 856 | 62.8 | 11.7 | 37.3 |
| 6-7 PM | 3602 | 0.0 | 3000 | 2997 | 604 | 16.12+ | 850 | 66.3 | 11.7 | 37.3 |
| 7-8 PM | 3025 | 0.0 | 3000 | 2954 | 71 | 15.98+ | 840 | 66.9 | 11.7 | 37.3 |
| 8-9 PM | 2689 | 0.0 | 2999 | 2689 | 0 | 12.68+ | 663 | 67.4 | 13.1 | 37.3 |
| 9-10 PM | 2784 | 0.0 | 3000 | 2784 | 0 | 8.13 | 413 | 67.3 | 17.1 | 37.3 |
| 10-11 PM | 1996 | 0.0 | 3000 | 1996 | 0 | 0.97 | 54 | 68.2 | 50.4 | 48.6 |
| 11PM-MID | 650 | 0.0 | 3000 | 650 | 0 | 0.36 | 0 | 69.9 | 61.7 | 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 | 0.0264 |
| MAIN ROUTE WITH WORKS | 0.0200 |
| 'DIVERSION' | 0.0078 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$159,308 |
| CONGESTED HOURS PER DAY* | 9 |

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

