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| <b>IH 94: CTH O TO STH 100 (WAUKESHA COUNTY)<br/>                 CONTINUOUS (24 HOUR) 2 LANE CLOSURE<br/>                 NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>AUGUST</b>                            |
|  | Analyzed for 2009<br>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       | 1500           | 751        | 0           | 0.56                  | 0                     | 69.8              | 57.7           | 42.6 |  |
| 1-2 AM      | 677                          | 0.0       | 1500           | 677        | 0           | 0.55                  | 0                     | 69.9              | 57.9           | 42.8 |  |
| 2-3 AM      | 621                          | 0.0       | 1500           | 621        | 0           | 0.55                  | 0                     | 70.0              | 58.1           | 43.0 |  |
| 3-4 AM      | 449                          | 0.0       | 1500           | 449        | 0           | 0.53                  | 0                     | 70.2              | 58.5           | 43.7 |  |
| 4-5 AM      | 538                          | 0.0       | 1500           | 538        | 0           | 0.54                  | 0                     | 70.0              | 58.2           | 43.3 |  |
| 5-6 AM      | 667                          | 0.0       | 1500           | 667        | 0           | 0.55                  | 0                     | 69.9              | 57.9           | 42.8 |  |
| 6-7 AM      | 1041                         | 0.0       | 1500           | 1041       | 0           | 0.59                  | 0                     | 69.4              | 56.9           | 41.5 |  |
| 7-8 AM      | 1143                         | 0.0       | 1499           | 1143       | 0           | 0.71                  | 0                     | 69.3              | 54.7           | 38.4 |  |
| 8-9 AM      | 2423                         | 0.0       | 1499           | 1901       | 522         | 11.57+                | 300                   | 67.8              | 13.0           | 30.8 |  |
| 9-10 AM     | 2113                         | 0.0       | 1500           | 1500       | 613         | 16.35+                | 400                   | 68.1              | 9.7            | 30.8 |  |
| 10-11 AM    | 2264                         | 0.0       | 1500           | 1500       | 764         | 16.34+                | 400                   | 67.9              | 9.7            | 30.8 |  |
| 11AM-NOON   | 3629                         | 0.0       | 1500           | 1500       | 2129        | 16.26+                | 400                   | 66.1              | 9.7            | 30.8 |  |
| NOON-1PM    | 4364                         | 0.0       | 1500           | 1500       | 2864        | 16.03+                | 400                   | 61.0              | 9.7            | 30.8 |  |
| 1-2 PM      | 3542                         | 0.0       | 1500           | 1500       | 2042        | 16.27+                | 400                   | 66.3              | 9.7            | 30.8 |  |
| 2-3 PM      | 2530                         | 0.0       | 1500           | 1500       | 1030        | 16.33+                | 400                   | 67.6              | 9.7            | 30.8 |  |
| 3-4 PM      | 4503                         | 0.0       | 1500           | 1500       | 3003        | 15.98+                | 400                   | 60.1              | 9.7            | 30.8 |  |
| 4-5 PM      | 4097                         | 0.0       | 1500           | 1500       | 2597        | 16.12+                | 400                   | 62.8              | 9.7            | 30.8 |  |
| 5-6 PM      | 3673                         | 0.0       | 1500           | 1500       | 2173        | 16.25+                | 400                   | 65.8              | 9.7            | 30.8 |  |
| 6-7 PM      | 3162                         | 0.0       | 1500           | 1500       | 1662        | 16.29+                | 400                   | 66.8              | 9.7            | 30.8 |  |
| 7-8 PM      | 2647                         | 0.0       | 1500           | 1500       | 1147        | 16.32+                | 400                   | 67.4              | 9.7            | 30.8 |  |
| 8-9 PM      | 2410                         | 0.0       | 1500           | 1500       | 910         | 16.33+                | 400                   | 67.8              | 9.7            | 30.8 |  |
| 9-10 PM     | 3079                         | 0.0       | 1500           | 1500       | 1579        | 16.30+                | 400                   | 66.9              | 9.7            | 30.8 |  |
| 10-11 PM    | 2166                         | 0.0       | 1500           | 1500       | 666         | 16.34+                | 400                   | 68.1              | 9.7            | 30.8 |  |
| 11PM-MID    | 968                          | 0.0       | 1499           | 968        | 0           | 4.73                  | 191                   | 69.6              | 25.1           | 36.6 |  |

+ 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              | 0.0127    |
| 'DIVERSION'                        | 0.0271    |
| PIA: Personal Injury Accidents     |           |
| IMPACTS ON ROAD USERS              |           |
| ROAD USER COSTS PER DAY            | \$207,475 |
| CONGESTED HOURS PER DAY*           | 15        |

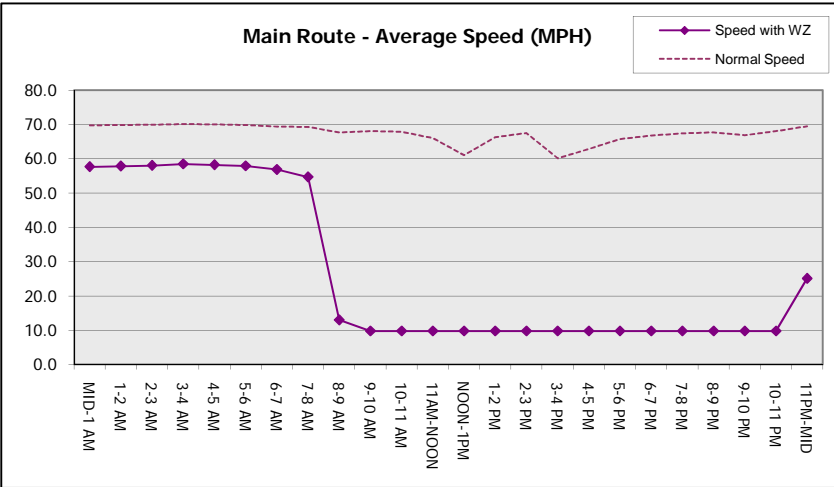
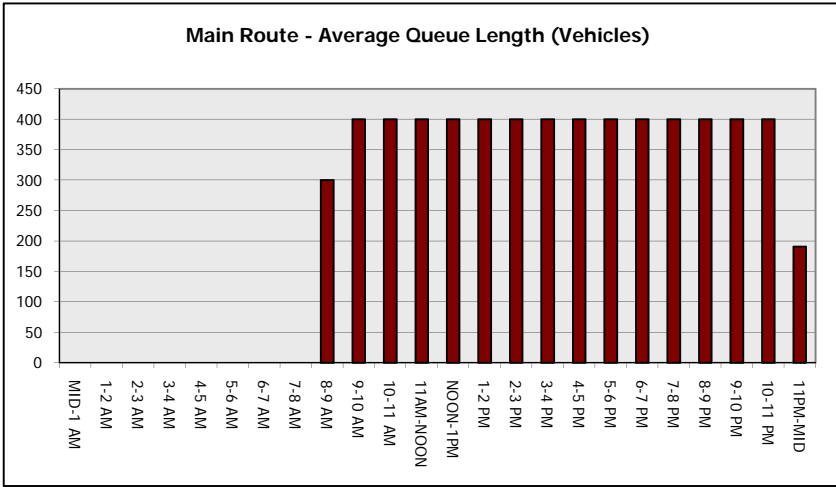
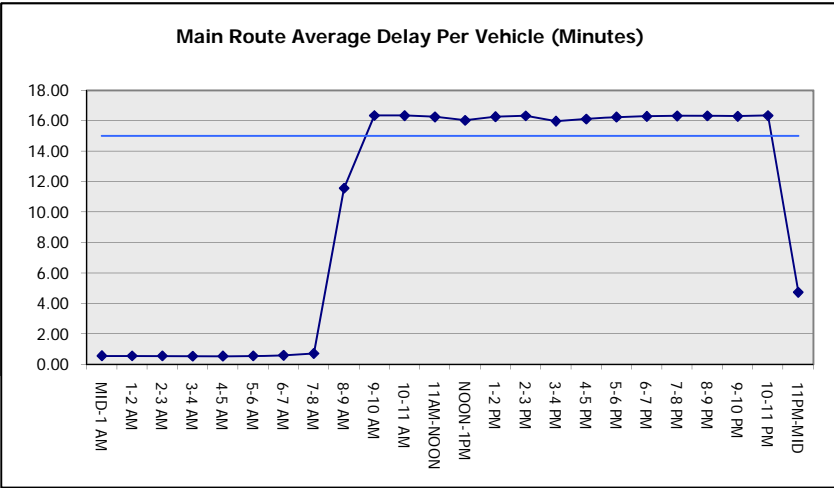
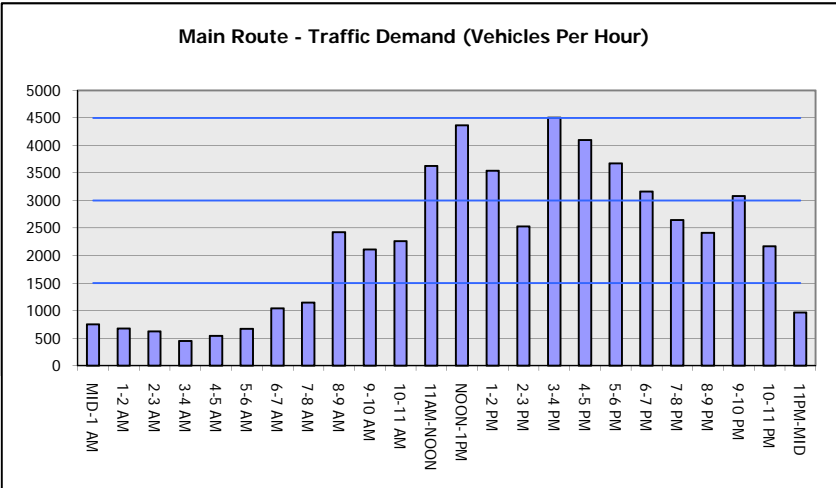
\*Delays Exceeding User-Specified Maximum

**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

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY WESTBOUND DIRECTION**



|  |  |
|--|--|
| <b>IH 94: CTH O TO STH 100 (WAUKESHA COUNTY)</b><br><b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>AUGUST</b>                            |
|  | Analyzed for 2009<br>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       | 1500           | 525        | 0           | 0.54                  | 0                   | 70.1                  | 58.3           | 43.4 |
| 1-2 AM      | 480                          | 0.0       | 1500           | 480        | 0           | 0.53                  | 0                   | 70.1                  | 58.4           | 43.6 |
| 2-3 AM      | 344                          | 0.0       | 1500           | 344        | 0           | 0.51                  | 0                   | 70.2                  | 58.7           | 44.1 |
| 3-4 AM      | 300                          | 0.0       | 1500           | 300        | 0           | 0.51                  | 0                   | 70.2                  | 58.9           | 44.3 |
| 4-5 AM      | 476                          | 0.0       | 1500           | 476        | 0           | 0.53                  | 0                   | 70.1                  | 58.4           | 43.6 |
| 5-6 AM      | 599                          | 0.0       | 1500           | 599        | 0           | 0.54                  | 0                   | 70.0                  | 58.1           | 43.2 |
| 6-7 AM      | 831                          | 0.0       | 1500           | 831        | 0           | 0.57                  | 0                   | 69.7                  | 57.4           | 42.3 |
| 7-8 AM      | 902                          | 0.0       | 1499           | 902        | 0           | 0.58                  | 0                   | 69.6                  | 57.3           | 42.0 |
| 8-9 AM      | 2130                         | 0.0       | 1499           | 1926       | 204         | 8.81+                 | 247                 | 68.1                  | 16.1           | 30.8 |
| 9-10 AM     | 1973                         | 0.0       | 1500           | 1500       | 473         | 16.35+                | 400                 | 68.3                  | 9.7            | 30.8 |
| 10-11 AM    | 2227                         | 0.0       | 1500           | 1500       | 727         | 16.34+                | 400                 | 67.9                  | 9.7            | 30.8 |
| 11AM-NOON   | 3955                         | 0.0       | 1500           | 1500       | 2455        | 16.16+                | 400                 | 63.8                  | 9.7            | 30.8 |
| NOON-1PM    | 4420                         | 0.0       | 1500           | 1500       | 2920        | 16.01+                | 400                 | 60.7                  | 9.7            | 30.8 |
| 1-2 PM      | 3666                         | 0.0       | 1500           | 1500       | 2166        | 16.25+                | 400                 | 65.8                  | 9.7            | 30.8 |
| 2-3 PM      | 2659                         | 0.0       | 1500           | 1500       | 1159        | 16.32+                | 400                 | 67.4                  | 9.7            | 30.8 |
| 3-4 PM      | 4634                         | 0.0       | 1500           | 1500       | 3134        | 15.94+                | 400                 | 59.2                  | 9.7            | 30.8 |
| 4-5 PM      | 4529                         | 0.0       | 1500           | 1500       | 3029        | 15.97+                | 400                 | 59.9                  | 9.7            | 30.8 |
| 5-6 PM      | 4105                         | 0.0       | 1500           | 1500       | 2605        | 16.12+                | 400                 | 62.8                  | 9.7            | 30.8 |
| 6-7 PM      | 3602                         | 0.0       | 1500           | 1500       | 2102        | 16.27+                | 400                 | 66.3                  | 9.7            | 30.8 |
| 7-8 PM      | 3025                         | 0.0       | 1500           | 1500       | 1525        | 16.30+                | 400                 | 66.9                  | 9.7            | 30.8 |
| 8-9 PM      | 2689                         | 0.0       | 1500           | 1500       | 1189        | 16.32+                | 400                 | 67.4                  | 9.7            | 30.8 |
| 9-10 PM     | 2784                         | 0.0       | 1500           | 1500       | 1284        | 16.31+                | 400                 | 67.3                  | 9.7            | 30.8 |
| 10-11 PM    | 1996                         | 0.0       | 1500           | 1498       | 498         | 16.34+                | 399                 | 68.2                  | 9.7            | 30.8 |
| 11PM-MID    | 650                          | 0.0       | 1499           | 650        | 0           | 2.64                  | 132                 | 69.9                  | 35.1           | 41.2 |

+ 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              | 0.0120 |
| 'DIVERSION'                        | 0.0291 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |           |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY       | \$212,587 |
| CONGESTED HOURS PER DAY*      | 15        |

\*Delays Exceeding User-Specified Maximum

**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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 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY EASTBOUND DIRECTION**

