

| | |
|--|--|
| IH 94: STH 16 TO USH 18 (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

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 | 794 | 0.0 | 1500 | 794 | 0 | 0.56 | 0 | 69.7 | 60.3 | 42.4 | |
| 1-2 AM | 464 | 0.0 | 1500 | 464 | 0 | 0.53 | 0 | 70.2 | 61.2 | 43.7 | |
| 2-3 AM | 380 | 0.0 | 1500 | 380 | 0 | 0.52 | 0 | 70.2 | 61.3 | 44.0 | |
| 3-4 AM | 303 | 0.0 | 1500 | 303 | 0 | 0.51 | 0 | 70.2 | 61.5 | 44.3 | |
| 4-5 AM | 382 | 0.0 | 1500 | 382 | 0 | 0.52 | 0 | 70.2 | 61.3 | 44.0 | |
| 5-6 AM | 664 | 0.0 | 1500 | 664 | 0 | 0.55 | 0 | 69.9 | 60.6 | 42.9 | |
| 6-7 AM | 1303 | 0.0 | 1499 | 1303 | 0 | 0.83 | 0 | 69.1 | 56.3 | 36.1 | |
| 7-8 AM | 2134 | 0.0 | 1499 | 1942 | 192 | 8.63+ | 242 | 68.1 | 20.4 | 30.8 | |
| 8-9 AM | 2646 | 0.0 | 1500 | 1500 | 1146 | 16.30+ | 400 | 67.4 | 12.5 | 30.8 | |
| 9-10 AM | 2975 | 0.0 | 1500 | 1500 | 1475 | 16.28+ | 400 | 67.1 | 12.5 | 30.8 | |
| 10-11 AM | 3358 | 0.0 | 1500 | 1500 | 1858 | 16.25+ | 400 | 66.6 | 12.5 | 30.8 | |
| 11AM-NOON | 3695 | 0.0 | 1500 | 1500 | 2195 | 16.20+ | 400 | 65.6 | 12.5 | 30.8 | |
| NOON-1PM | 3939 | 0.0 | 1500 | 1500 | 2439 | 16.09+ | 400 | 64.0 | 12.5 | 30.8 | |
| 1-2 PM | 3681 | 0.0 | 1500 | 1500 | 2181 | 16.20+ | 400 | 65.7 | 12.5 | 30.8 | |
| 2-3 PM | 3640 | 0.0 | 1500 | 1500 | 2140 | 16.22+ | 400 | 66.0 | 12.5 | 30.8 | |
| 3-4 PM | 3693 | 0.0 | 1500 | 1500 | 2193 | 16.20+ | 400 | 65.6 | 12.5 | 30.8 | |
| 4-5 PM | 3597 | 0.0 | 1500 | 1500 | 2097 | 16.23+ | 400 | 66.3 | 12.5 | 30.8 | |
| 5-6 PM | 3208 | 0.0 | 1500 | 1500 | 1708 | 16.26+ | 400 | 66.8 | 12.5 | 30.8 | |
| 6-7 PM | 2656 | 0.0 | 1500 | 1500 | 1156 | 16.30+ | 400 | 67.4 | 12.5 | 30.8 | |
| 7-8 PM | 2133 | 0.0 | 1500 | 1500 | 633 | 16.33+ | 400 | 68.1 | 12.5 | 30.8 | |
| 8-9 PM | 2106 | 0.0 | 1500 | 1500 | 606 | 16.34+ | 400 | 68.1 | 12.5 | 30.8 | |
| 9-10 PM | 2308 | 0.0 | 1500 | 1500 | 808 | 16.32+ | 400 | 67.9 | 12.5 | 30.8 | |
| 10-11 PM | 1642 | 0.0 | 1499 | 1439 | 203 | 16.11+ | 393 | 68.7 | 12.7 | 30.8 | |
| 11PM-MID | 1122 | 0.0 | 1499 | 1122 | 0 | 7.74 | 218 | 69.4 | 22.2 | 34.5 | |

+ 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 | 0.0353 |
| MAIN ROUTE WITH WORKS | 0.0179 |
| 'DIVERSION' | 0.0357 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$210,367 |
| CONGESTED HOURS PER DAY* | 16 |

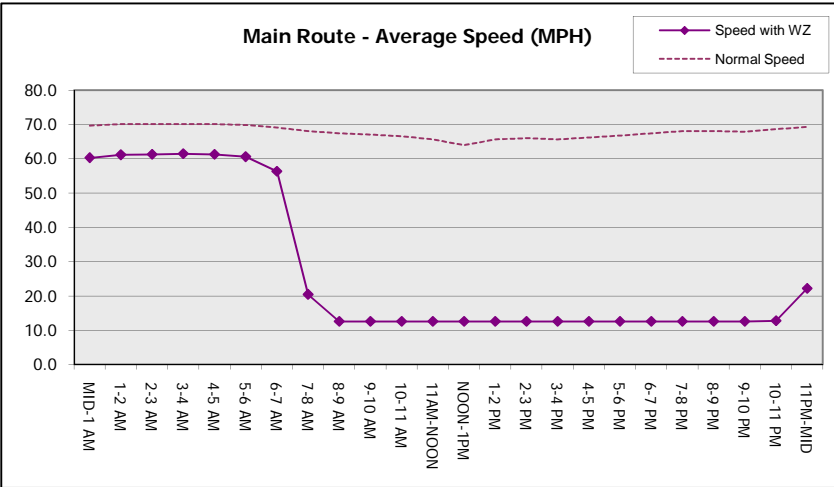
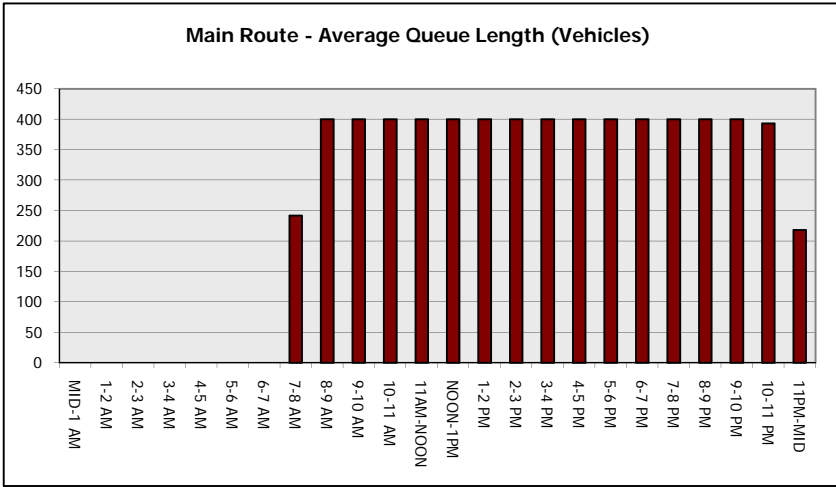
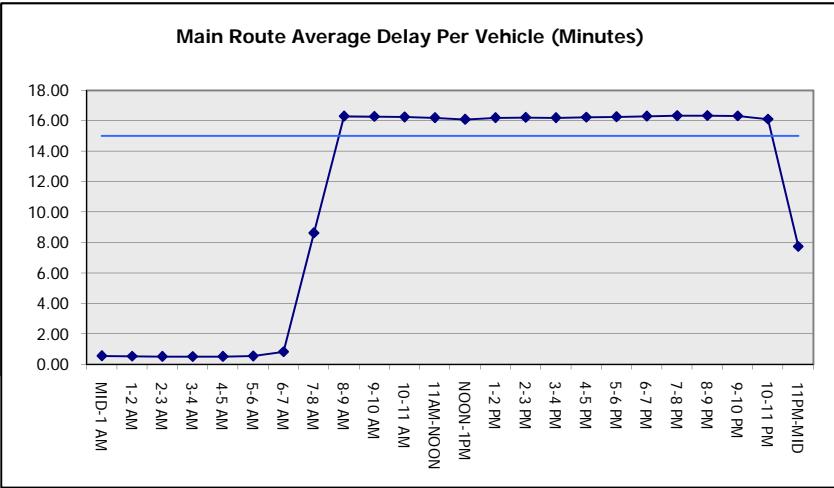
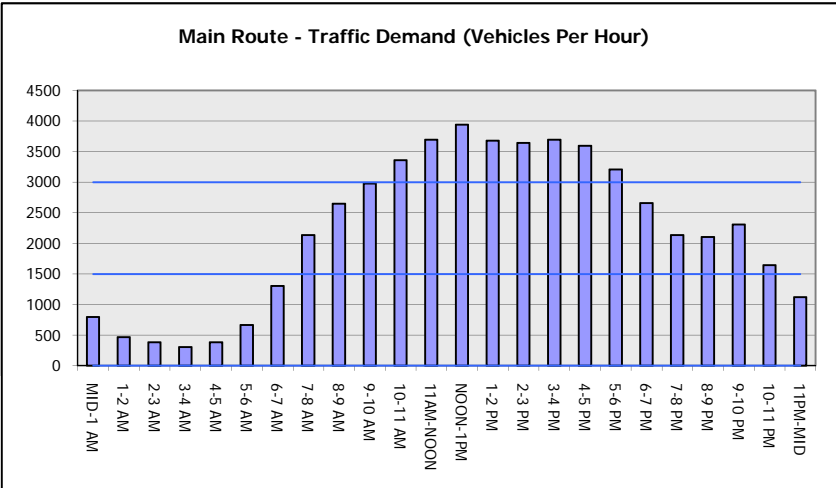
*Delays Exceeding User-Specified Maximum

**IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)
 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION



| | |
|--|--|
| IH 94: STH 16 TO USH 18 (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

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 | 605 | 0.0 | 1500 | 605 | 0 | 0.54 | 0 | 70.0 | 60.8 | 43.1 | |
| 1-2 AM | 364 | 0.0 | 1500 | 364 | 0 | 0.52 | 0 | 70.2 | 61.4 | 44.0 | |
| 2-3 AM | 272 | 0.0 | 1500 | 272 | 0 | 0.51 | 0 | 70.2 | 61.5 | 44.4 | |
| 3-4 AM | 226 | 0.0 | 1500 | 226 | 0 | 0.50 | 0 | 70.2 | 61.6 | 44.6 | |
| 4-5 AM | 337 | 0.0 | 1500 | 337 | 0 | 0.51 | 0 | 70.2 | 61.4 | 44.2 | |
| 5-6 AM | 649 | 0.0 | 1500 | 649 | 0 | 0.55 | 0 | 69.9 | 60.7 | 43.0 | |
| 6-7 AM | 1056 | 0.0 | 1499 | 1056 | 0 | 0.63 | 0 | 69.4 | 59.2 | 40.6 | |
| 7-8 AM | 1632 | 0.0 | 1499 | 1632 | 0 | 2.16 | 37 | 68.7 | 43.2 | 31.2 | |
| 8-9 AM | 2426 | 0.0 | 1500 | 1783 | 644 | 14.42+ | 362 | 67.7 | 13.9 | 32.4 | |
| 9-10 AM | 3011 | 0.0 | 1499 | 1500 | 1511 | 16.27+ | 399 | 67.0 | 12.5 | 30.8 | |
| 10-11 AM | 3300 | 0.0 | 1500 | 1500 | 1800 | 16.25+ | 400 | 66.6 | 12.5 | 30.8 | |
| 11AM-NOON | 3615 | 0.0 | 1500 | 1500 | 2115 | 16.23+ | 400 | 66.1 | 12.5 | 30.8 | |
| NOON-1PM | 3724 | 0.0 | 1500 | 1500 | 2224 | 16.18+ | 400 | 65.4 | 12.5 | 30.8 | |
| 1-2 PM | 3643 | 0.0 | 1500 | 1500 | 2143 | 16.22+ | 400 | 66.0 | 12.5 | 30.8 | |
| 2-3 PM | 3801 | 0.0 | 1500 | 1500 | 2301 | 16.15+ | 400 | 64.9 | 12.5 | 30.8 | |
| 3-4 PM | 3779 | 0.0 | 1500 | 1500 | 2279 | 16.16+ | 400 | 65.0 | 12.5 | 30.8 | |
| 4-5 PM | 3845 | 0.0 | 1500 | 1500 | 2345 | 16.13+ | 400 | 64.6 | 12.5 | 30.8 | |
| 5-6 PM | 3469 | 0.0 | 1500 | 1500 | 1969 | 16.24+ | 400 | 66.4 | 12.5 | 30.8 | |
| 6-7 PM | 2863 | 0.0 | 1500 | 1500 | 1363 | 16.28+ | 400 | 67.2 | 12.5 | 30.8 | |
| 7-8 PM | 2323 | 0.0 | 1500 | 1500 | 823 | 16.32+ | 400 | 67.9 | 12.5 | 30.8 | |
| 8-9 PM | 2056 | 0.0 | 1500 | 1500 | 556 | 16.34+ | 400 | 68.2 | 12.5 | 30.8 | |
| 9-10 PM | 1849 | 0.0 | 1500 | 1489 | 360 | 16.31+ | 398 | 68.4 | 12.6 | 30.8 | |
| 10-11 PM | 1444 | 0.0 | 1499 | 1387 | 57 | 15.17+ | 369 | 68.9 | 13.4 | 30.8 | |
| 11PM-MID | 1092 | 0.0 | 1499 | 1092 | 0 | 4.28 | 141 | 69.4 | 31.9 | 36.4 | |

+ 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 | 0.0343 |
| MAIN ROUTE WITH WORKS | 0.0174 |
| 'DIVERSION' | 0.0348 |

PIA: Personal Injury Accidents

| | |
|--------------------------|-----------|
| ROAD USER COSTS PER DAY | \$202,641 |
| CONGESTED HOURS PER DAY* | 15 |

*Delays Exceeding User-Specified Maximum

**IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)
 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

