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| IH 94: CTH G TO STH 16 (WAUKESHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | 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 | 444 | 0.0 | 3000 | 444 | 0 | 0.36 | 0 | 70.2 | 63.3 | 49.7 |
| 1-2 AM | 254 | 0.0 | 3000 | 254 | 0 | 0.36 | 0 | 70.2 | 63.3 | 49.7 |
| 2-3 AM | 230 | 0.0 | 3000 | 230 | 0 | 0.36 | 0 | 70.2 | 63.3 | 49.7 |
| 3-4 AM | 227 | 0.0 | 3000 | 227 | 0 | 0.36 | 0 | 70.2 | 63.3 | 49.7 |
| 4-5 AM | 280 | 0.0 | 3000 | 280 | 0 | 0.36 | 0 | 70.2 | 63.3 | 49.7 |
| 5-6 AM | 542 | 0.0 | 3000 | 542 | 0 | 0.36 | 0 | 70.0 | 63.3 | 49.7 |
| 6-7 AM | 1163 | 0.0 | 3000 | 1163 | 0 | 0.35 | 0 | 69.3 | 62.8 | 49.7 |
| 7-8 AM | 2856 | 0.0 | 2999 | 2856 | 0 | 1.01 | 33 | 67.2 | 52.2 | 42.7 |
| 8-9 AM | 4447 | 0.0 | 3000 | 3709 | 739 | 11.57+ | 661 | 60.5 | 15.5 | 37.3 |
| 9-10 AM | 2829 | 0.0 | 2999 | 2759 | 69 | 14.42+ | 757 | 67.2 | 13.5 | 37.3 |
| 10-11 AM | 2506 | 0.0 | 2999 | 2506 | 0 | 6.74 | 367 | 67.6 | 22.9 | 39.1 |
| 11AM-NOON | 2386 | 0.0 | 3000 | 2386 | 0 | 0.47 | 9 | 67.8 | 59.6 | 49.2 |
| NOON-1PM | 2570 | 0.0 | 3000 | 2570 | 0 | 0.45 | 0 | 67.6 | 59.8 | 45.2 |
| 1-2 PM | 2470 | 0.0 | 3000 | 2470 | 0 | 0.38 | 0 | 67.7 | 60.9 | 47.6 |
| 2-3 PM | 2518 | 0.0 | 3000 | 2518 | 0 | 0.41 | 0 | 67.6 | 60.4 | 46.4 |
| 3-4 PM | 2646 | 0.0 | 3000 | 2646 | 0 | 0.50 | 0 | 67.4 | 59.0 | 43.5 |
| 4-5 PM | 2470 | 0.0 | 3000 | 2470 | 0 | 0.38 | 0 | 67.7 | 60.9 | 47.6 |
| 5-6 PM | 2076 | 0.0 | 3000 | 2076 | 0 | 0.33 | 0 | 68.1 | 62.1 | 49.7 |
| 6-7 PM | 1771 | 0.0 | 3000 | 1771 | 0 | 0.34 | 0 | 68.6 | 62.3 | 49.7 |
| 7-8 PM | 1407 | 0.0 | 3000 | 1407 | 0 | 0.34 | 0 | 69.0 | 62.7 | 49.7 |
| 8-9 PM | 1065 | 0.0 | 3000 | 1065 | 0 | 0.35 | 0 | 69.4 | 62.9 | 49.7 |
| 9-10 PM | 1066 | 0.0 | 3000 | 1066 | 0 | 0.35 | 0 | 69.4 | 62.9 | 49.7 |
| 10-11 PM | 1073 | 0.0 | 3000 | 1073 | 0 | 0.35 | 0 | 69.4 | 62.9 | 49.7 |
| 11PM-MID | 653 | 0.0 | 3000 | 653 | 0 | 0.36 | 0 | 69.9 | 63.2 | 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 | 0.0248 |
| MAIN ROUTE WITH WORKS | 0.0217 |
| 'DIVERSION' | 0.0012 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$34,066 |
| CONGESTED HOURS PER DAY* | 2 |

*Delays Exceeding User-Specified Maximum

**IH 94: CTH G TO STH 16 (WAUKESHA COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

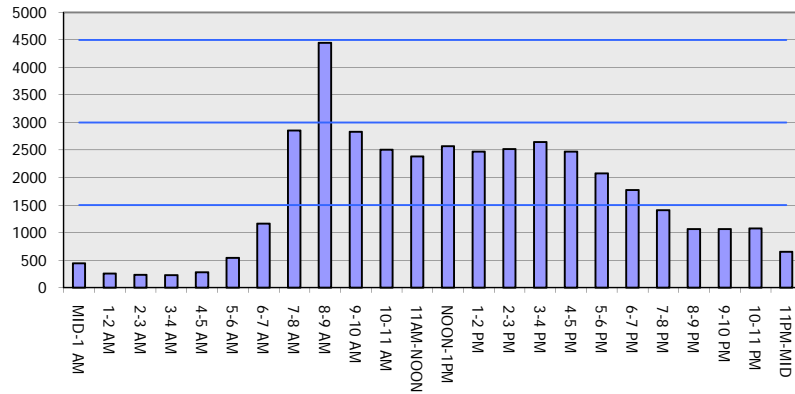
OCTOBER

Analyzed for 2009
Construction Season

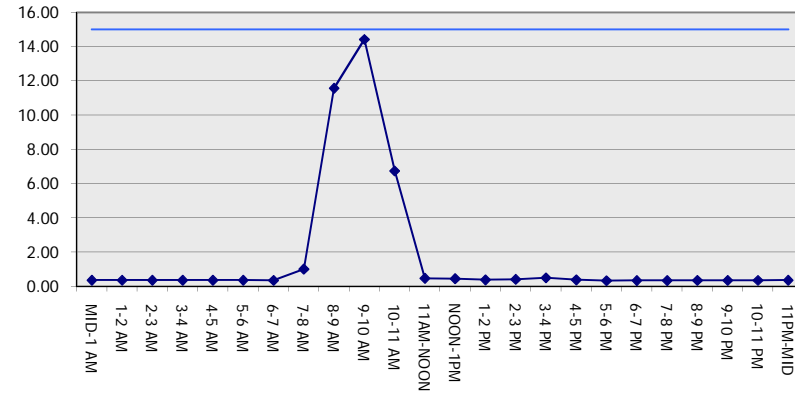
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

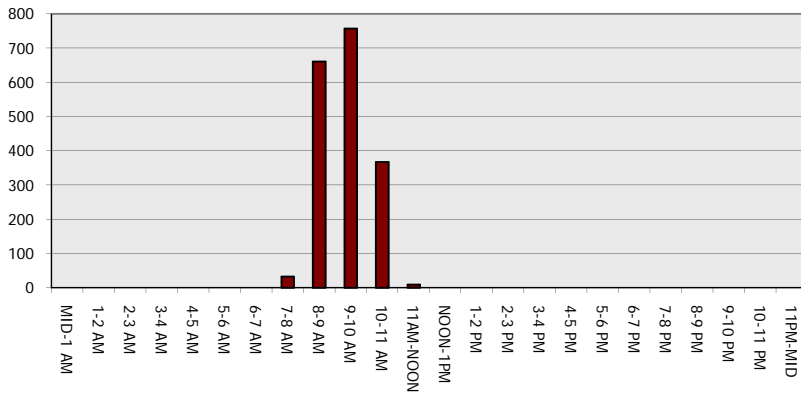
Main Route - Traffic Demand (Vehicles Per Hour)



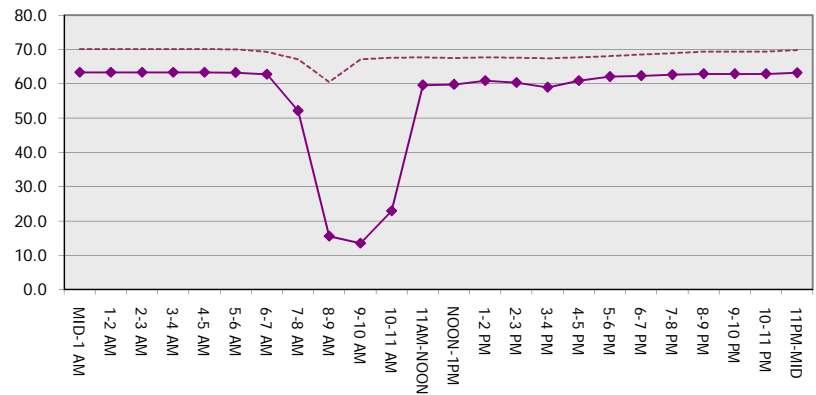
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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|--|--|
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| | 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 | 378 | 0.0 | 3000 | 378 | 0 | 0.36 | 0 | 70.2 | 63.3 | 49.7 |
| 1-2 AM | 234 | 0.0 | 3000 | 234 | 0 | 0.36 | 0 | 70.2 | 63.3 | 49.7 |
| 2-3 AM | 206 | 0.0 | 3000 | 206 | 0 | 0.36 | 0 | 70.2 | 63.3 | 49.7 |
| 3-4 AM | 165 | 0.0 | 3000 | 165 | 0 | 0.36 | 0 | 70.2 | 63.3 | 49.7 |
| 4-5 AM | 258 | 0.0 | 3000 | 258 | 0 | 0.36 | 0 | 70.2 | 63.3 | 49.7 |
| 5-6 AM | 434 | 0.0 | 3000 | 434 | 0 | 0.36 | 0 | 70.2 | 63.3 | 49.7 |
| 6-7 AM | 773 | 0.0 | 3000 | 773 | 0 | 0.35 | 0 | 69.8 | 63.1 | 49.7 |
| 7-8 AM | 1032 | 0.0 | 3000 | 1032 | 0 | 0.35 | 0 | 69.4 | 62.9 | 49.7 |
| 8-9 AM | 1489 | 0.0 | 3000 | 1489 | 0 | 0.34 | 0 | 68.9 | 62.6 | 49.7 |
| 9-10 AM | 1875 | 0.0 | 3000 | 1875 | 0 | 0.34 | 0 | 68.4 | 62.3 | 49.7 |
| 10-11 AM | 2159 | 0.0 | 3000 | 2159 | 0 | 0.33 | 0 | 68.1 | 62.0 | 49.7 |
| 11AM-NOON | 2306 | 0.0 | 3000 | 2306 | 0 | 0.33 | 0 | 67.9 | 62.0 | 49.7 |
| NOON-1PM | 2433 | 0.0 | 3000 | 2433 | 0 | 0.36 | 0 | 67.7 | 61.4 | 48.5 |
| 1-2 PM | 2431 | 0.0 | 3000 | 2431 | 0 | 0.36 | 0 | 67.7 | 61.4 | 48.5 |
| 2-3 PM | 2477 | 0.0 | 2999 | 2477 | 0 | 0.40 | 0 | 67.6 | 60.7 | 47.0 |
| 3-4 PM | 3463 | 0.0 | 2999 | 3463 | 0 | 3.53 | 188 | 66.4 | 33.2 | 37.3 |
| 4-5 PM | 3838 | 0.0 | 3000 | 3411 | 427 | 13.95+ | 746 | 64.6 | 13.7 | 37.3 |
| 5-6 PM | 3448 | 0.0 | 2999 | 2955 | 493 | 15.46+ | 813 | 66.4 | 13.0 | 37.3 |
| 6-7 PM | 2678 | 0.0 | 2999 | 2678 | 0 | 13.63+ | 717 | 67.4 | 14.0 | 37.3 |
| 7-8 PM | 1843 | 0.0 | 2999 | 1843 | 0 | 1.69 | 128 | 68.4 | 45.8 | 49.2 |
| 8-9 PM | 1395 | 0.0 | 3000 | 1395 | 0 | 0.34 | 0 | 69.0 | 62.7 | 49.7 |
| 9-10 PM | 1235 | 0.0 | 3000 | 1235 | 0 | 0.35 | 0 | 69.2 | 62.8 | 49.7 |
| 10-11 PM | 865 | 0.0 | 3000 | 865 | 0 | 0.35 | 0 | 69.7 | 63.0 | 49.7 |
| 11PM-MID | 630 | 0.0 | 3000 | 630 | 0 | 0.36 | 0 | 69.9 | 63.2 | 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 | 0.0236 |
| MAIN ROUTE WITH WORKS | 0.0206 |
| 'DIVERSION' | 0.0013 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$46,259 |
| CONGESTED HOURS PER DAY* | 3 |

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

