

|   |  |
|---|--|
| <b>IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)</b><br><b>OFF-PEAK DAY CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>OCTOBER</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    | 762                          | 0.0       | OFF            | 762        | 0           | 0.00                  | 0                     | 69.8              | 69.8           | 69.8 |
| 1-2 AM      | 460                          | 0.0       | OFF            | 460        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 2-3 AM      | 380                          | 0.0       | OFF            | 380        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 3-4 AM      | 307                          | 0.0       | OFF            | 307        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 4-5 AM      | 377                          | 0.0       | OFF            | 377        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 5-6 AM      | 645                          | 0.0       | OFF            | 645        | 0           | 0.00                  | 0                     | 69.9              | 69.9           | 69.9 |
| 6-7 AM      | 1240                         | 0.0       | OFF            | 1240       | 0           | 0.00                  | 0                     | 69.2              | 69.2           | 69.2 |
| 7-8 AM      | 2498                         | 0.0       | OFF            | 2498       | 0           | 0.00                  | 0                     | 67.6              | 67.6           | 67.6 |
| 8-9 AM      | 3444                         | 0.0       | 2999           | 3444       | 0           | 3.90                  | 204                   | 66.4              | 32.7           | 37.3 |
| 9-10 AM     | 3059                         | 0.0       | 2999           | 3059       | 0           | 9.43                  | 480                   | 66.9              | 19.1           | 37.3 |
| 10-11 AM    | 3248                         | 0.0       | 3000           | 3248       | 0           | 11.76                 | 614                   | 66.7              | 16.2           | 37.3 |
| 11AM-NOON   | 3483                         | 0.0       | 2999           | 3004       | 480         | 15.31+                | 805                   | 66.4              | 13.4           | 37.3 |
| NOON-1PM    | 3725                         | 0.0       | 3000           | 3002       | 723         | 15.26+                | 805                   | 65.4              | 13.4           | 37.3 |
| 1-2 PM      | 3657                         | 0.0       | 3000           | 3002       | 656         | 15.28+                | 805                   | 65.9              | 13.4           | 37.3 |
| 2-3 PM      | 3662                         | 0.0       | 3000           | 3002       | 660         | 15.28+                | 805                   | 65.8              | 13.4           | 37.3 |
| 3-4 PM      | 3787                         | 0.0       | 3000           | 3003       | 785         | 15.23+                | 805                   | 65.0              | 13.4           | 37.3 |
| 4-5 PM      | 3679                         | 0.0       | 3000           | 3002       | 677         | 15.27+                | 805                   | 65.7              | 13.4           | 37.3 |
| 5-6 PM      | 3321                         | 0.0       | 3000           | 3026       | 295         | 15.26+                | 802                   | 66.6              | 13.4           | 37.3 |
| 6-7 PM      | 2814                         | 0.0       | OFF            | 2814       | 0           | 1.04                  | 98                    | 67.3              | 52.7           | 52.7 |
| 7-8 PM      | 2321                         | 0.0       | OFF            | 2321       | 0           | 0.00                  | 0                     | 67.9              | 67.9           | 67.9 |
| 8-9 PM      | 1968                         | 0.0       | OFF            | 1968       | 0           | 0.00                  | 0                     | 68.3              | 68.3           | 68.3 |
| 9-10 PM     | 1886                         | 0.0       | OFF            | 1886       | 0           | 0.00                  | 0                     | 68.4              | 68.4           | 68.4 |
| 10-11 PM    | 1694                         | 0.0       | OFF            | 1694       | 0           | 0.00                  | 0                     | 68.6              | 68.6           | 68.6 |
| 11PM-MID    | 1190                         | 0.0       | OFF            | 1190       | 0           | 0.00                  | 0                     | 69.2              | 69.2           | 69.2 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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           | 0.0358    |
| MAIN ROUTE WITH WORKS              | 0.0309    |
| 'DIVERSION'                        | 0.0066    |
| PIA: Personal Injury Accidents     |           |
| IMPACTS ON ROAD USERS              |           |
| ROAD USER COSTS PER DAY            | \$127,213 |
| CONGESTED HOURS PER DAY*           | 7         |

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)  
OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

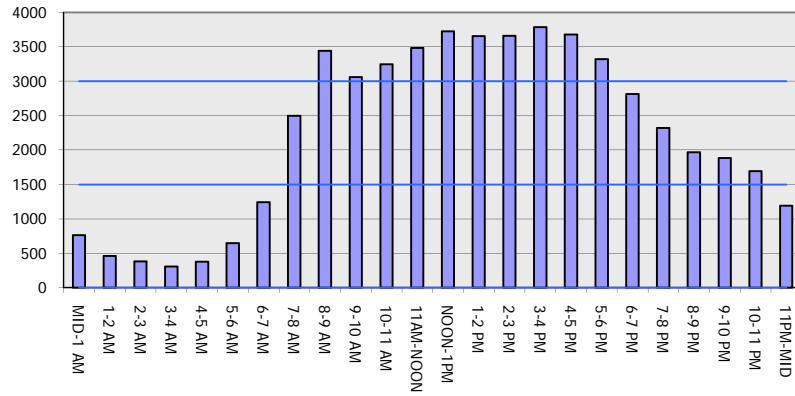
**OCTOBER**

Analyzed for 2009  
Construction Season

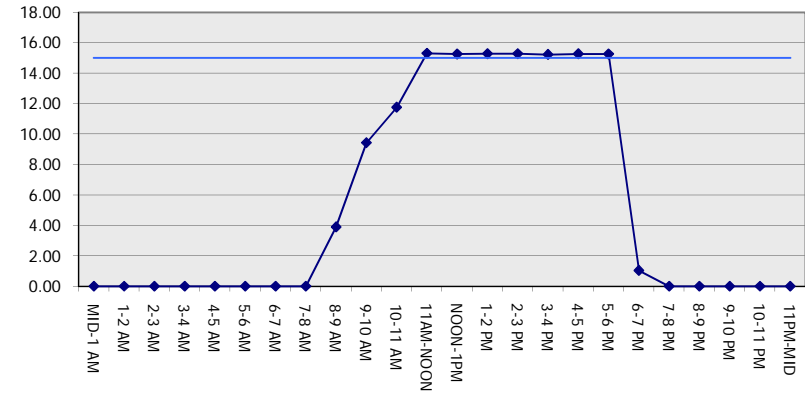
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY WESTBOUND DIRECTION**

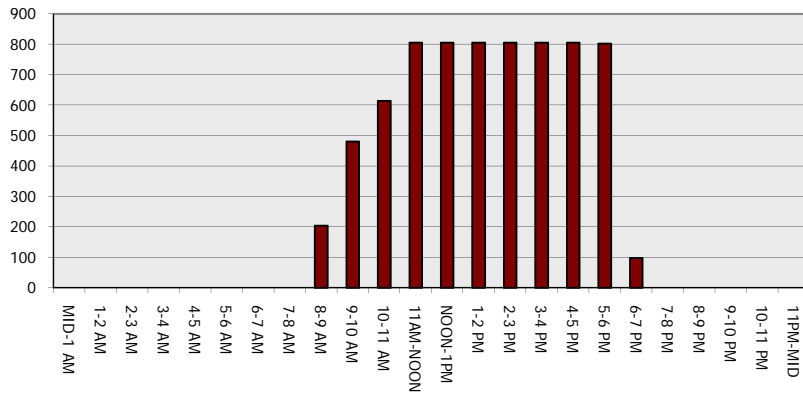
**Main Route - Traffic Demand (Vehicles Per Hour)**



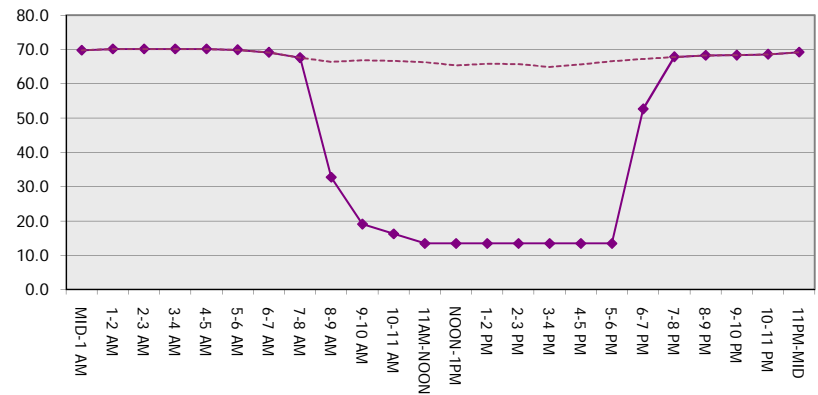
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



|   |  |
|---|--|
| <b>IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY)</b><br><b>OFF-PEAK DAY CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>OCTOBER</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    | 581                          | 0.0       | OFF            | 581        | 0           | 0.00                  | 0                   | 70.0                  | 70.0           | 70.0 |
| 1-2 AM      | 327                          | 0.0       | OFF            | 327        | 0           | 0.00                  | 0                   | 70.2                  | 70.2           | 70.2 |
| 2-3 AM      | 286                          | 0.0       | OFF            | 286        | 0           | 0.00                  | 0                   | 70.2                  | 70.2           | 70.2 |
| 3-4 AM      | 251                          | 0.0       | OFF            | 251        | 0           | 0.00                  | 0                   | 70.2                  | 70.2           | 70.2 |
| 4-5 AM      | 366                          | 0.0       | OFF            | 366        | 0           | 0.00                  | 0                   | 70.2                  | 70.2           | 70.2 |
| 5-6 AM      | 715                          | 0.0       | OFF            | 715        | 0           | 0.00                  | 0                   | 69.9                  | 69.9           | 69.9 |
| 6-7 AM      | 1082                         | 0.0       | OFF            | 1082       | 0           | 0.00                  | 0                   | 69.4                  | 69.4           | 69.4 |
| 7-8 AM      | 1651                         | 0.0       | OFF            | 1651       | 0           | 0.00                  | 0                   | 68.7                  | 68.7           | 68.7 |
| 8-9 AM      | 2444                         | 0.0       | 2999           | 2444       | 0           | 0.40                  | 0                   | 67.7                  | 61.2           | 47.1 |
| 9-10 AM     | 2923                         | 0.0       | 2999           | 2923       | 0           | 0.75                  | 4                   | 67.1                  | 56.0           | 38.8 |
| 10-11 AM    | 3375                         | 0.0       | 3000           | 3375       | 0           | 3.66                  | 184                 | 66.5                  | 33.8           | 37.3 |
| 11AM-NOON   | 3671                         | 0.0       | 3000           | 3337       | 333         | 12.60+                | 678                 | 65.8                  | 15.4           | 37.3 |
| NOON-1PM    | 3647                         | 0.0       | 3000           | 3005       | 642         | 15.29+                | 805                 | 66.0                  | 13.4           | 37.3 |
| 1-2 PM      | 3472                         | 0.0       | 3000           | 3018       | 454         | 15.28+                | 803                 | 66.4                  | 13.4           | 37.3 |
| 2-3 PM      | 3525                         | 0.0       | 3000           | 3002       | 523         | 15.31+                | 805                 | 66.4                  | 13.4           | 37.3 |
| 3-4 PM      | 3859                         | 0.0       | 3000           | 3005       | 854         | 15.21+                | 806                 | 64.5                  | 13.4           | 37.3 |
| 4-5 PM      | 4016                         | 0.0       | 3000           | 3007       | 1008        | 15.15+                | 806                 | 63.4                  | 13.4           | 37.3 |
| 5-6 PM      | 3878                         | 0.0       | 3000           | 3003       | 875         | 15.20+                | 805                 | 64.3                  | 13.4           | 37.3 |
| 6-7 PM      | 3504                         | 0.0       | OFF            | 3504       | 0           | 1.49                  | 119                 | 66.4                  | 47.7           | 47.7 |
| 7-8 PM      | 2640                         | 0.0       | OFF            | 2640       | 0           | 0.00                  | 0                   | 67.4                  | 67.4           | 67.4 |
| 8-9 PM      | 2115                         | 0.0       | OFF            | 2115       | 0           | 0.00                  | 0                   | 68.1                  | 68.1           | 68.1 |
| 9-10 PM     | 1863                         | 0.0       | OFF            | 1863       | 0           | 0.00                  | 0                   | 68.4                  | 68.4           | 68.4 |
| 10-11 PM    | 1557                         | 0.0       | OFF            | 1557       | 0           | 0.00                  | 0                   | 68.8                  | 68.8           | 68.8 |
| 11PM-MID    | 1184                         | 0.0       | OFF            | 1184       | 0           | 0.00                  | 0                   | 69.2                  | 69.2           | 69.2 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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           | 0.0354 |
| MAIN ROUTE WITH WORKS              | 0.0303 |
| 'DIVERSION'                        | 0.0073 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |           |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY       | \$110,519 |
| CONGESTED HOURS PER DAY*      | 7         |

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

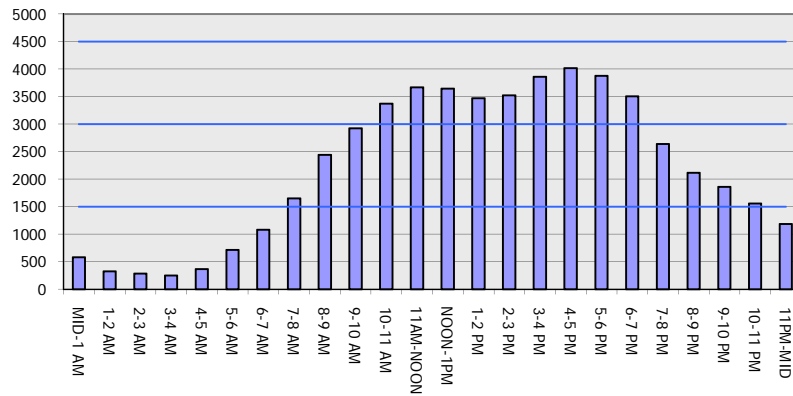
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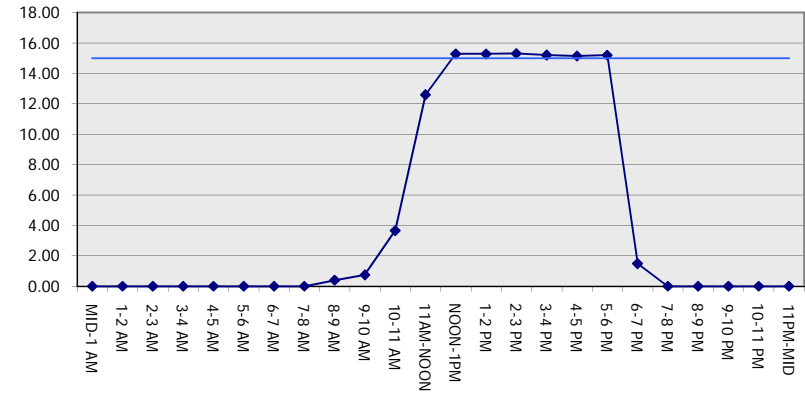
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY EASTBOUND DIRECTION**

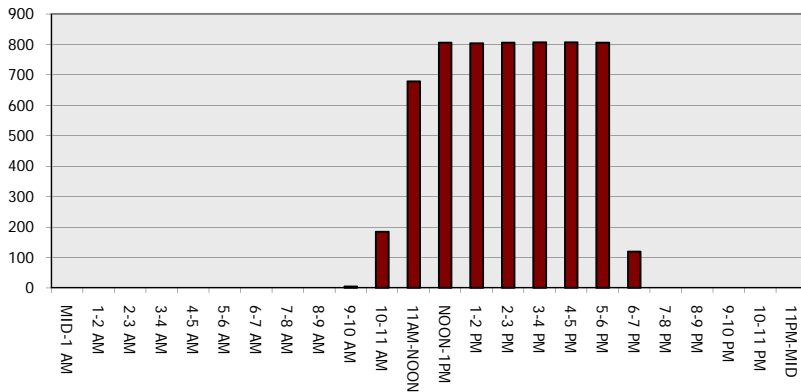
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

