

| | |
|---|--|
| IH 94: STH 67 TO CTH C (WAUKESHA COUNTY) OFF-PEAK DAY CLOSURE DIVERSION ROUTE: STH 67 - USH 18 - CTH C | 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 | | ALTERNATE ROUTE | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | ALTERNATE ROUTE | | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | SITE | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 379 | 0.0 | 43 | 0.0 | OFF | 379 | 0 | 43 | 0.00 | 0 | 65.7 | 65.7 | 65.7 | 29.4 | 29.4 |
| 1-2 AM | 218 | 0.0 | 24 | 0.0 | OFF | 218 | 0 | 24 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | 29.6 | 29.6 |
| 2-3 AM | 196 | 0.0 | 22 | 0.0 | OFF | 196 | 0 | 22 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | 29.6 | 29.6 |
| 3-4 AM | 195 | 0.0 | 22 | 0.0 | OFF | 195 | 0 | 22 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | 29.6 | 29.6 |
| 4-5 AM | 240 | 0.0 | 27 | 0.0 | OFF | 240 | 0 | 27 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | 29.6 | 29.6 |
| 5-6 AM | 462 | 0.0 | 52 | 0.0 | OFF | 462 | 0 | 52 | 0.00 | 0 | 65.5 | 65.5 | 65.5 | 29.3 | 29.3 |
| 6-7 AM | 992 | 0.0 | 112 | 0.0 | OFF | 992 | 0 | 112 | 0.00 | 0 | 64.5 | 64.5 | 64.5 | 28.8 | 28.8 |
| 7-8 AM | 2437 | 0.0 | 275 | 0.0 | OFF | 2437 | 0 | 275 | 0.00 | 0 | 61.5 | 61.5 | 61.5 | 27.2 | 27.2 |
| 8-9 AM | 3795 | 0.0 | 428 | 0.0 | 1499 | 2571 | 1225 | 1653+ | 27.34 | 791 | 47.6 | 8.6 | 30.8 | 25.8 | 19.8 |
| 9-10 AM | 2414 | 0.0 | 272 | 0.0 | 1499 | 1145 | 1269 | 1541+ | 34.86 | 919 | 61.8 | 7.8 | 30.8 | 27.2 | 16.6 |
| 10-11 AM | 2139 | 0.0 | 241 | 0.0 | 1499 | 1373 | 766 | 1006 | 24.72 | 642 | 62.4 | 8.9 | 30.8 | 27.5 | 21.0 |
| 11A-NOON | 2036 | 0.0 | 229 | 0.0 | 1500 | 1474 | 562 | 791 | 22.05 | 568 | 62.6 | 9.4 | 30.8 | 27.6 | 22.9 |
| NOON-1PM | 2193 | 0.0 | 247 | 0.0 | 1500 | 1554 | 639 | 886 | 23.14 | 599 | 62.3 | 9.2 | 30.8 | 27.4 | 22.0 |
| 1-2 PM | 2107 | 0.0 | 238 | 0.0 | 1499 | 1468 | 640 | 877 | 23.04 | 595 | 62.5 | 9.3 | 30.8 | 27.6 | 22.1 |
| 2-3 PM | 2148 | 0.0 | 242 | 0.0 | 1500 | 1519 | 629 | 871 | 22.96 | 593 | 62.4 | 9.3 | 30.8 | 27.5 | 22.2 |
| 3-4 PM | 2258 | 0.0 | 254 | 0.0 | 1500 | 1536 | 722 | 977 | 24.29 | 630 | 62.2 | 9.0 | 30.8 | 27.4 | 21.2 |
| 4-5 PM | 2107 | 0.0 | 238 | 0.0 | 1499 | 1432 | 675 | 913 | 23.48 | 608 | 62.5 | 9.1 | 30.8 | 27.6 | 21.8 |
| 5-6 PM | 1772 | 0.0 | 200 | 0.0 | 1499 | 1396 | 376 | 576 | 19.88 | 510 | 63.1 | 9.9 | 30.8 | 27.9 | 24.7 |
| 6-7 PM | 1511 | 0.0 | 171 | 0.0 | OFF | 1511 | 0 | 171 | 0.71 | 43 | 63.6 | 52.6 | 52.6 | 28.2 | 28.2 |
| 7-8 PM | 1200 | 0.0 | 135 | 0.0 | OFF | 1200 | 0 | 135 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 28.5 | 28.5 |
| 8-9 PM | 909 | 0.0 | 103 | 0.0 | OFF | 909 | 0 | 103 | 0.00 | 0 | 64.7 | 64.7 | 64.7 | 28.8 | 28.8 |
| 9-10 PM | 910 | 0.0 | 103 | 0.0 | OFF | 910 | 0 | 103 | 0.00 | 0 | 64.7 | 64.7 | 64.7 | 28.8 | 28.8 |
| 10-11 PM | 916 | 0.0 | 104 | 0.0 | OFF | 916 | 0 | 104 | 0.00 | 0 | 64.7 | 64.7 | 64.7 | 28.8 | 28.8 |
| 11PM-MID | 558 | 0.0 | 63 | 0.0 | OFF | 558 | 0 | 63 | 0.00 | 0 | 65.3 | 65.3 | 65.3 | 29.2 | 29.2 |

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

+ INDICATES DIVERSION FLOW EXCEEDS USER-SPECIFIED WARNING LIMIT

| *----- SITE BREAKDOWN DELAYS -----* | |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|------------------------------------|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0195 |
| MAIN ROUTE WITH WORKS | 0.0142 |
| DIVERSION | 0.1253 |

PIA: Personal Injury Accidents

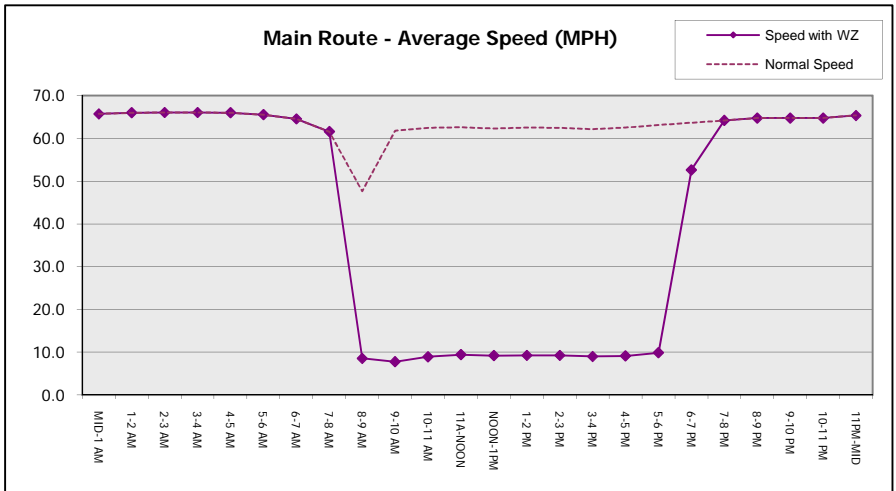
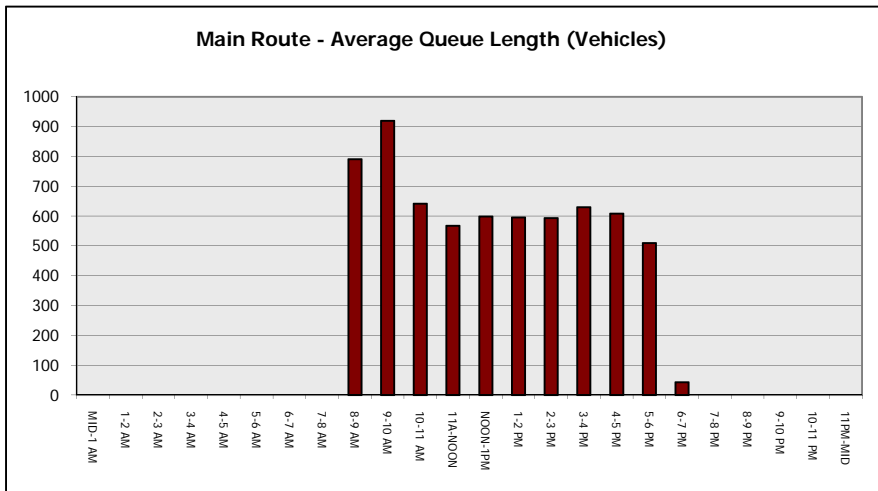
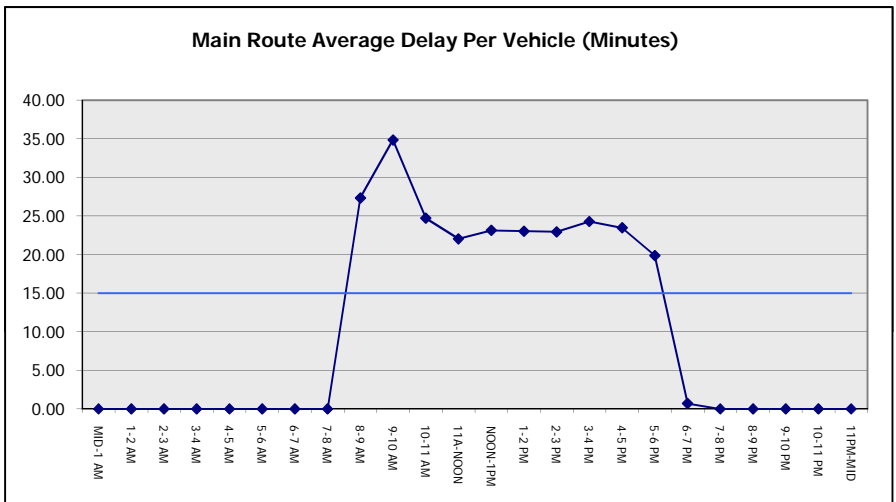
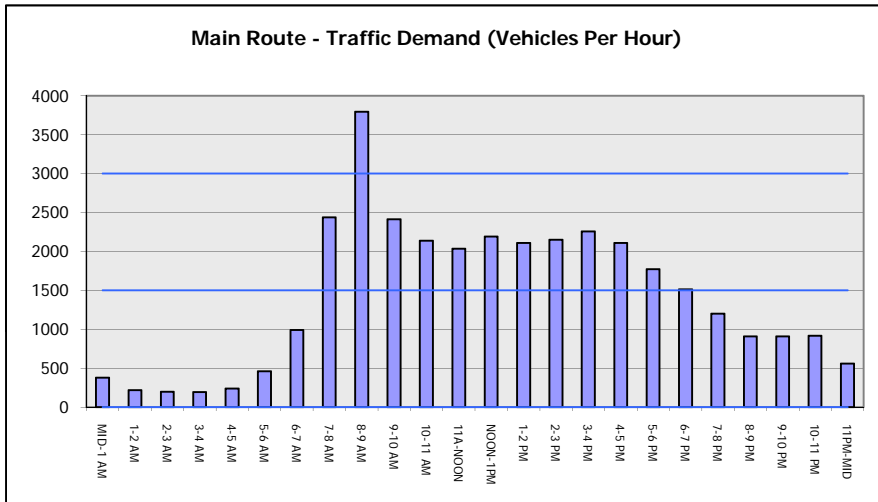
| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$170,182 |
| CONGESTED HOURS PER DAY* | 10 |

*Delays Exceeding 15 Minutes

IH 94: STH 67 TO CTH C (WAUKESHA COUNTY)
OFF-PEAK DAY CLOSURE
DIVERSION ROUTE: STH 67 - USH 18 - CTH C

OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



| | |
|---|--|
| IH 94: STH 67 TO CTH C (WAUKESHA COUNTY) OFF-PEAK DAY CLOSURE DIVERSION ROUTE: STH 67 - USH 18 - CTH C | OCTOBER |
| | 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 | | | AVERAGE SPEEDS IN MPH | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------------------|-----------------------|---------------------|-----------------------|--------------|-----------------|-----------------|--------------|
| | MAIN | | DIVERSION | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | ALTERNATE ROUTE | | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | SITE | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 322 | 0.0 | 37 | 0.0 | OFF | 322 | 0 | 37 | 0.00 | 0 | 65.8 | 65.8 | 65.8 | 29.4 | 29.4 |
| 1-2 AM | 200 | 0.0 | 23 | 0.0 | OFF | 200 | 0 | 23 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | 29.6 | 29.6 |
| 2-3 AM | 176 | 0.0 | 20 | 0.0 | OFF | 176 | 0 | 20 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | 29.6 | 29.6 |
| 3-4 AM | 141 | 0.0 | 16 | 0.0 | OFF | 141 | 0 | 16 | 0.00 | 0 | 66.1 | 66.1 | 66.1 | 29.7 | 29.7 |
| 4-5 AM | 220 | 0.0 | 25 | 0.0 | OFF | 220 | 0 | 25 | 0.00 | 0 | 66.0 | 66.0 | 66.0 | 29.6 | 29.6 |
| 5-6 AM | 370 | 0.0 | 42 | 0.0 | OFF | 370 | 0 | 42 | 0.00 | 0 | 65.7 | 65.7 | 65.7 | 29.4 | 29.4 |
| 6-7 AM | 659 | 0.0 | 74 | 0.0 | OFF | 659 | 0 | 74 | 0.00 | 0 | 65.1 | 65.1 | 65.1 | 29.1 | 29.1 |
| 7-8 AM | 881 | 0.0 | 99 | 0.0 | OFF | 881 | 0 | 99 | 0.00 | 0 | 64.8 | 64.8 | 64.8 | 28.9 | 28.9 |
| 8-9 AM | 1271 | 0.0 | 143 | 0.0 | 1499 | 1271 | 0 | 143 | 0.73 | 0 | 64.0 | 52.7 | 36.5 | 28.4 | 28.4 |
| 9-10 AM | 1601 | 0.0 | 180 | 0.0 | 1499 | 1601 | 0 | 180 | 2.07 | 32 | 63.4 | 39.4 | 30.8 | 28.1 | 28.1 |
| 10-11 AM | 1842 | 0.0 | 207 | 0.0 | 1500 | 1842 | 0 | 207 | 9.81 | 260 | 63.0 | 16.3 | 30.8 | 27.8 | 27.8 |
| 11A-NOON | 1968 | 0.0 | 222 | 0.0 | 1499 | 1602 | 366 | 588 | 19.97 | 513 | 62.7 | 9.9 | 30.8 | 27.7 | 24.6 |
| NOON-1PM | 2076 | 0.0 | 234 | 0.0 | 1500 | 1532 | 544 | 778 | 21.90 | 564 | 62.5 | 9.4 | 30.8 | 27.6 | 22.9 |
| 1-2 PM | 2075 | 0.0 | 234 | 0.0 | 1499 | 1498 | 577 | 811 | 22.27 | 574 | 62.5 | 9.4 | 30.8 | 27.6 | 22.7 |
| 2-3 PM | 2114 | 0.0 | 239 | 0.0 | 1499 | 1539 | 575 | 814 | 22.30 | 575 | 62.5 | 9.4 | 30.8 | 27.6 | 22.7 |
| 3-4 PM | 2955 | 0.0 | 333 | 0.0 | 1500 | 1904 | 1051 | 1384+ | 30.73 | 822 | 56.2 | 8.1 | 30.8 | 26.6 | 17.9 |
| 4-5 PM | 3275 | 0.0 | 369 | 0.0 | 1499 | 1505 | 1770 | 2139+ | 39.17 | 1057 | 53.0 | 7.4 | 30.8 | 26.3 | 15.0 |
| 5-6 PM | 2942 | 0.0 | 332 | 0.0 | 1499 | 1492 | 1450 | 1782+ | 39.03 | 1043 | 56.4 | 7.4 | 30.8 | 26.6 | 15.2 |
| 6-7 PM | 2285 | 0.0 | 257 | 0.0 | OFF | 2285 | 0 | 257 | 5.13 | 300 | 62.1 | 25.1 | 25.1 | 27.4 | 27.4 |
| 7-8 PM | 1573 | 0.0 | 177 | 0.0 | OFF | 1573 | 0 | 177 | 0.00 | 0 | 63.5 | 63.5 | 63.5 | 28.1 | 28.1 |
| 8-9 PM | 1190 | 0.0 | 134 | 0.0 | OFF | 1190 | 0 | 134 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | 28.6 | 28.6 |
| 9-10 PM | 1054 | 0.0 | 119 | 0.0 | OFF | 1054 | 0 | 119 | 0.00 | 0 | 64.4 | 64.4 | 64.4 | 28.7 | 28.7 |
| 10-11 PM | 739 | 0.0 | 84 | 0.0 | OFF | 739 | 0 | 84 | 0.00 | 0 | 65.0 | 65.0 | 65.0 | 29.0 | 29.0 |
| 11PM-MID | 538 | 0.0 | 61 | 0.0 | OFF | 538 | 0 | 61 | 0.00 | 0 | 65.4 | 65.4 | 65.4 | 29.2 | 29.2 |

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

+ INDICATES DIVERSION FLOW EXCEEDS USER-SPECIFIED WARNING LIMIT

| *----- SITE BREAKDOWN DELAYS -----* | |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|------------------------------------|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0186 |
| MAIN ROUTE WITH WORKS | 0.0139 |
| DIVERSION | 0.1104 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$161,645 |
| CONGESTED HOURS PER DAY* | 7 |

*Delays Exceeding 15 Minutes

IH 94: STH 67 TO CTH C (WAUKESHA COUNTY)
OFF-PEAK DAY CLOSURE
DIVERSION ROUTE: STH 67 - USH 18 - CTH C

OCTOBER
 Analyzed for 2009
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

