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| IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 588 | 0.0 | 3000 | 588 | 0 | 0.36 | 0 | 70.0 | 63.7 | 49.7 |
| 1-2 AM | 353 | 0.0 | 3000 | 353 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 2-3 AM | 282 | 0.0 | 3000 | 282 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 3-4 AM | 317 | 0.0 | 3000 | 317 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 4-5 AM | 477 | 0.0 | 3000 | 477 | 0 | 0.36 | 0 | 70.1 | 63.8 | 49.7 |
| 5-6 AM | 1258 | 0.0 | OFF | 1258 | 0 | 0.00 | 0 | 69.2 | 69.2 | 69.2 |
| 6-7 AM | 2907 | 0.0 | OFF | 2907 | 0 | 0.00 | 0 | 67.1 | 67.1 | 67.1 |
| 7-8 AM | 4058 | 0.0 | OFF | 4058 | 0 | 0.00 | 0 | 63.2 | 63.2 | 63.2 |
| 8-9 AM | 3907 | 0.0 | OFF | 3907 | 0 | 0.00 | 0 | 64.1 | 64.1 | 64.1 |
| 9-10 AM | 3317 | 0.0 | OFF | 3317 | 0 | 0.00 | 0 | 66.6 | 66.6 | 66.6 |
| 10-11 AM | 3297 | 0.0 | OFF | 3297 | 0 | 0.00 | 0 | 66.6 | 66.6 | 66.6 |
| 11AM-NOON | 3801 | 0.0 | OFF | 3801 | 0 | 0.00 | 0 | 64.9 | 64.9 | 64.9 |
| NOON-1PM | 4224 | 0.0 | OFF | 4224 | 0 | 0.00 | 0 | 62.0 | 62.0 | 62.0 |
| 1-2 PM | 4391 | 0.0 | OFF | 4391 | 0 | 0.00 | 0 | 60.9 | 60.9 | 60.9 |
| 2-3 PM | 4972 | 0.0 | OFF | 4972 | 0 | 0.00 | 0 | 56.9 | 56.9 | 56.9 |
| 3-4 PM | 5700 | 0.0 | OFF | 5700 | 0 | 0.00 | 0 | 51.9 | 51.9 | 51.9 |
| 4-5 PM | 6089 | 0.0 | OFF | 6089 | 0 | 0.00 | 0 | 49.2 | 49.2 | 49.2 |
| 5-6 PM | 5997 | 0.0 | OFF | 5997 | 0 | 0.00 | 0 | 49.9 | 49.9 | 49.9 |
| 6-7 PM | 4503 | 0.0 | OFF | 4503 | 0 | 0.00 | 0 | 60.1 | 60.1 | 60.1 |
| 7-8 PM | 3003 | 0.0 | 2999 | 3003 | 0 | 1.88 | 66 | 67.0 | 44.6 | 38.4 |
| 8-9 PM | 2417 | 0.0 | 3000 | 2417 | 0 | 0.36 | 0 | 67.8 | 61.7 | 48.3 |
| 9-10 PM | 2394 | 0.0 | 3000 | 2394 | 0 | 0.33 | 0 | 67.8 | 62.2 | 49.5 |
| 10-11 PM | 2242 | 0.0 | 3000 | 2242 | 0 | 0.33 | 0 | 67.9 | 62.4 | 49.7 |
| 11PM-MID | 1375 | 0.0 | 3000 | 1375 | 0 | 0.34 | 0 | 69.0 | 63.1 | 49.7 |

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

| *----- 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 | 0.0480 |
| MAIN ROUTE WITH WORKS | 0.0472 |
| 'DIVERSION' | 0.0000 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$1,960 |
| CONGESTED HOURS PER DAY* | 0 |

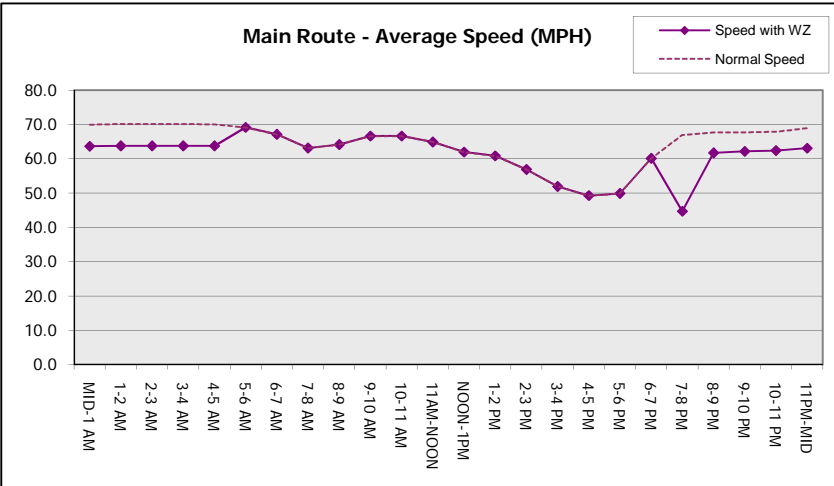
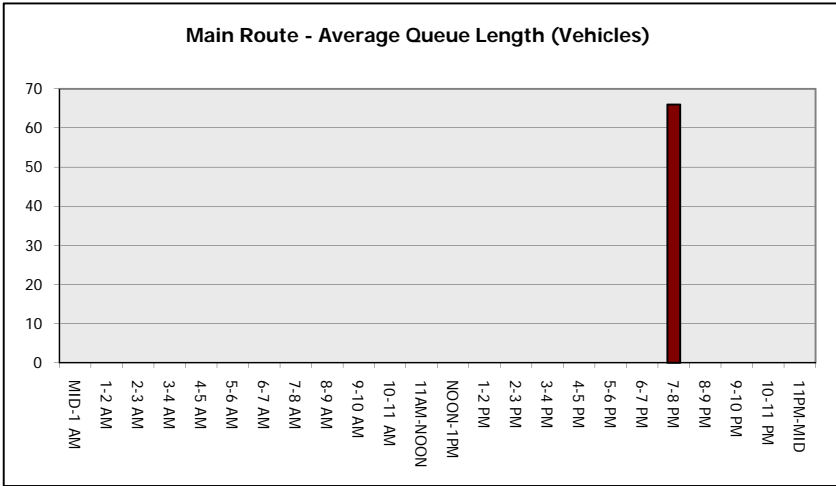
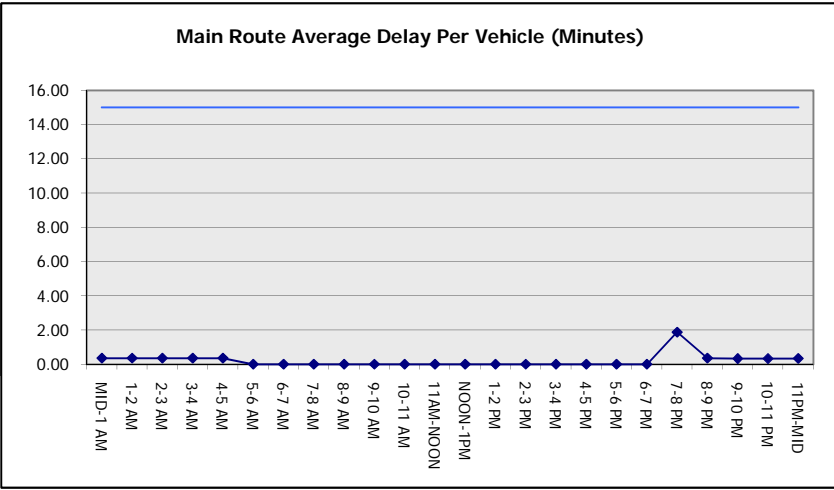
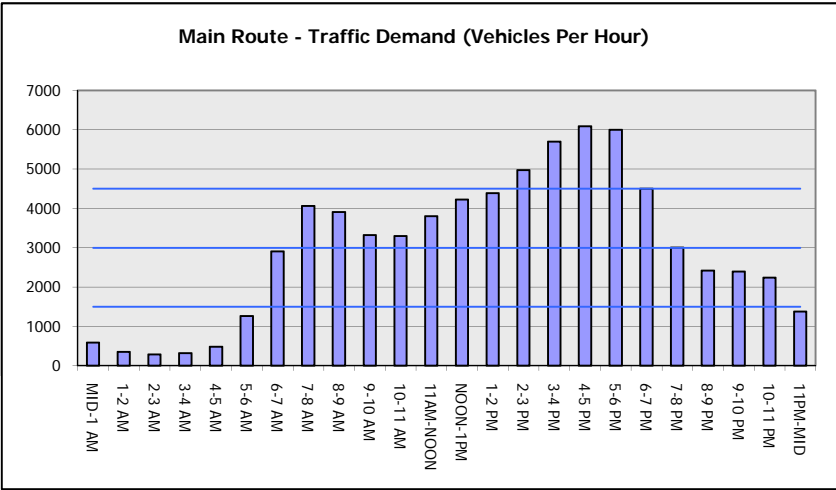
*Delays Exceeding User-Specified Maximum

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

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION



| | |
|--|--|
| IH 94: STH 16 TO USH 18 (WAUKESHA COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 362 | 0.0 | 3000 | 362 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 1-2 AM | 267 | 0.0 | 3000 | 267 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 2-3 AM | 239 | 0.0 | 3000 | 239 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 3-4 AM | 258 | 0.0 | 3000 | 258 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 4-5 AM | 636 | 0.0 | 3000 | 636 | 0 | 0.36 | 0 | 69.9 | 63.7 | 49.7 |
| 5-6 AM | 2008 | 0.0 | OFF | 2008 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 |
| 6-7 AM | 4704 | 0.0 | OFF | 4704 | 0 | 0.00 | 0 | 58.7 | 58.7 | 58.7 |
| 7-8 AM | 5644 | 0.0 | OFF | 5644 | 0 | 0.00 | 0 | 52.3 | 52.3 | 52.3 |
| 8-9 AM | 4607 | 0.0 | OFF | 4607 | 0 | 0.00 | 0 | 59.4 | 59.4 | 59.4 |
| 9-10 AM | 3566 | 0.0 | OFF | 3566 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 10-11 AM | 3282 | 0.0 | OFF | 3282 | 0 | 0.00 | 0 | 66.6 | 66.6 | 66.6 |
| 11AM-NOON | 3598 | 0.0 | OFF | 3598 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| NOON-1PM | 3569 | 0.0 | OFF | 3569 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 1-2 PM | 3541 | 0.0 | OFF | 3541 | 0 | 0.00 | 0 | 66.3 | 66.3 | 66.3 |
| 2-3 PM | 4039 | 0.0 | OFF | 4039 | 0 | 0.00 | 0 | 63.3 | 63.3 | 63.3 |
| 3-4 PM | 4689 | 0.0 | OFF | 4689 | 0 | 0.00 | 0 | 58.8 | 58.8 | 58.8 |
| 4-5 PM | 4636 | 0.0 | OFF | 4636 | 0 | 0.00 | 0 | 59.2 | 59.2 | 59.2 |
| 5-6 PM | 4693 | 0.0 | OFF | 4693 | 0 | 0.00 | 0 | 58.8 | 58.8 | 58.8 |
| 6-7 PM | 3698 | 0.0 | OFF | 3698 | 0 | 0.00 | 0 | 65.6 | 65.6 | 65.6 |
| 7-8 PM | 2635 | 0.0 | 3000 | 2635 | 0 | 0.49 | 0 | 67.4 | 59.6 | 43.8 |
| 8-9 PM | 2121 | 0.0 | 3000 | 2121 | 0 | 0.33 | 0 | 68.1 | 62.5 | 49.7 |
| 9-10 PM | 1884 | 0.0 | 3000 | 1884 | 0 | 0.34 | 0 | 68.4 | 62.7 | 49.7 |
| 10-11 PM | 1424 | 0.0 | 3000 | 1424 | 0 | 0.34 | 0 | 69.0 | 63.0 | 49.7 |
| 11PM-MID | 1105 | 0.0 | 3000 | 1105 | 0 | 0.35 | 0 | 69.4 | 63.3 | 49.7 |

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

| *----- 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 | 0.0449 |
| MAIN ROUTE WITH WORKS | 0.0442 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-------|
| ROAD USER COSTS PER DAY | \$878 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

