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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

MON-THUR 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 | 413 | 0.0 | 3000 | 413 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 1-2 AM | 273 | 0.0 | 3000 | 273 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 2-3 AM | 209 | 0.0 | 3000 | 209 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 3-4 AM | 267 | 0.0 | 3000 | 267 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 4-5 AM | 423 | 0.0 | 3000 | 423 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 5-6 AM | 1197 | 0.0 | OFF | 1197 | 0 | 0.00 | 0 | 69.2 | 69.2 | 69.2 |
| 6-7 AM | 2834 | 0.0 | OFF | 2834 | 0 | 0.00 | 0 | 67.2 | 67.2 | 67.2 |
| 7-8 AM | 3997 | 0.0 | OFF | 3997 | 0 | 0.00 | 0 | 63.5 | 63.5 | 63.5 |
| 8-9 AM | 3690 | 0.0 | OFF | 3690 | 0 | 0.00 | 0 | 65.6 | 65.6 | 65.6 |
| 9-10 AM | 2847 | 0.0 | OFF | 2847 | 0 | 0.00 | 0 | 67.2 | 67.2 | 67.2 |
| 10-11 AM | 2775 | 0.0 | OFF | 2775 | 0 | 0.00 | 0 | 67.3 | 67.3 | 67.3 |
| 11AM-NOON | 3157 | 0.0 | OFF | 3157 | 0 | 0.00 | 0 | 66.8 | 66.8 | 66.8 |
| NOON-1PM | 3386 | 0.0 | OFF | 3386 | 0 | 0.00 | 0 | 66.5 | 66.5 | 66.5 |
| 1-2 PM | 3467 | 0.0 | OFF | 3467 | 0 | 0.00 | 0 | 66.4 | 66.4 | 66.4 |
| 2-3 PM | 3990 | 0.0 | OFF | 3990 | 0 | 0.00 | 0 | 63.6 | 63.6 | 63.6 |
| 3-4 PM | 5107 | 0.0 | OFF | 5107 | 0 | 0.00 | 0 | 56.0 | 56.0 | 56.0 |
| 4-5 PM | 5669 | 0.0 | OFF | 5669 | 0 | 0.00 | 0 | 52.1 | 52.1 | 52.1 |
| 5-6 PM | 5711 | 0.0 | OFF | 5711 | 0 | 0.00 | 0 | 51.9 | 51.9 | 51.9 |
| 6-7 PM | 3943 | 0.0 | OFF | 3943 | 0 | 0.00 | 0 | 63.9 | 63.9 | 63.9 |
| 7-8 PM | 2652 | 0.0 | 3000 | 2652 | 0 | 0.50 | 0 | 67.4 | 59.5 | 43.4 |
| 8-9 PM | 2235 | 0.0 | 3000 | 2235 | 0 | 0.33 | 0 | 67.9 | 62.4 | 49.7 |
| 9-10 PM | 1994 | 0.0 | 3000 | 1994 | 0 | 0.33 | 0 | 68.2 | 62.6 | 49.7 |
| 10-11 PM | 1388 | 0.0 | 3000 | 1388 | 0 | 0.34 | 0 | 69.0 | 63.0 | 49.7 |
| 11PM-MID | 799 | 0.0 | 3000 | 799 | 0 | 0.35 | 0 | 69.7 | 63.5 | 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 | 0.0417 |
| MAIN ROUTE WITH WORKS | 0.0410 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$816 |
| CONGESTED HOURS PER DAY* | 0 |

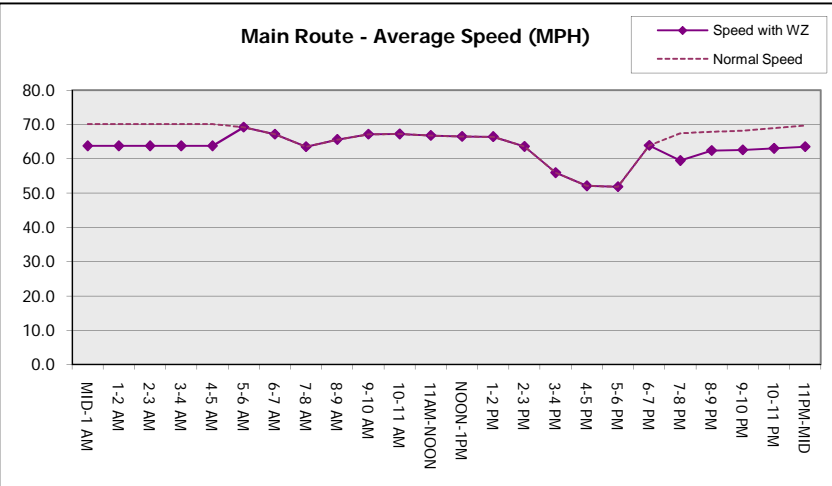
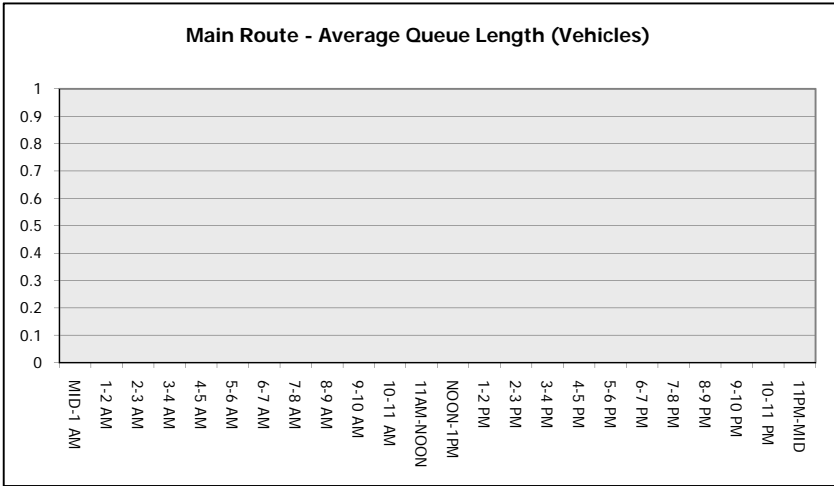
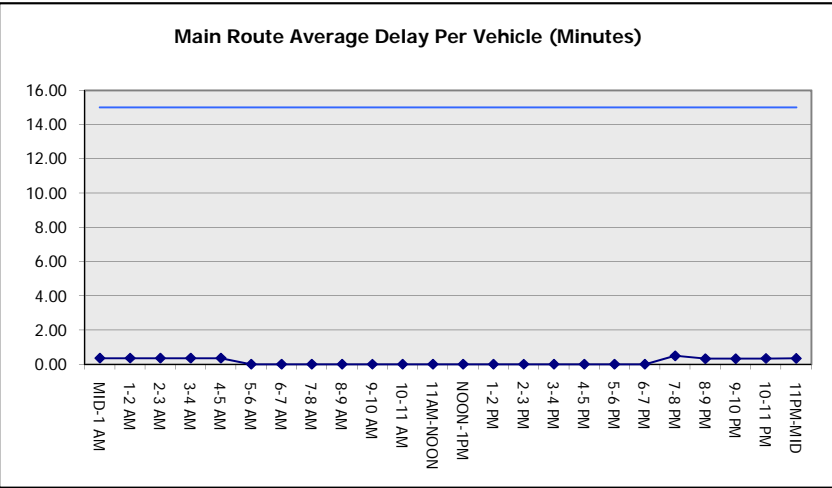
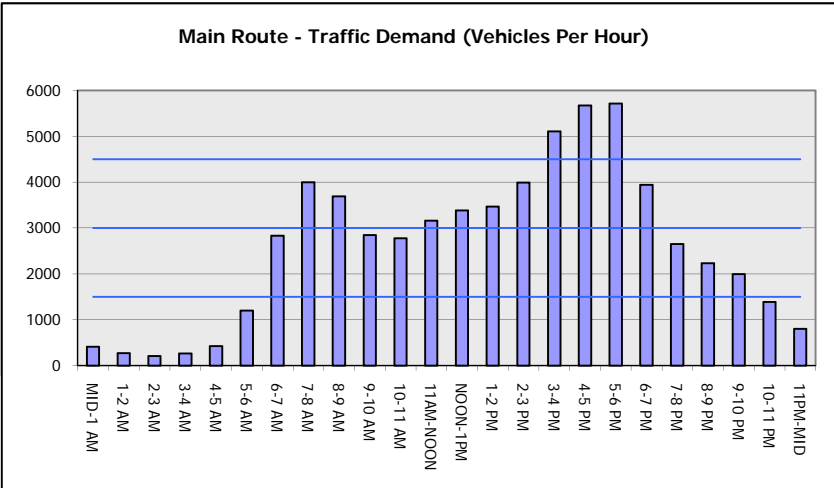
*Delays Exceeding User-Specified Maximum

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

MAY
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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR 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

MON-THUR 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 | 313 | 0.0 | 3000 | 313 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 1-2 AM | 222 | 0.0 | 3000 | 222 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 2-3 AM | 204 | 0.0 | 3000 | 204 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 3-4 AM | 239 | 0.0 | 3000 | 239 | 0 | 0.36 | 0 | 70.2 | 63.8 | 49.7 |
| 4-5 AM | 640 | 0.0 | 3000 | 640 | 0 | 0.36 | 0 | 69.9 | 63.7 | 49.7 |
| 5-6 AM | 2094 | 0.0 | OFF | 2094 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 |
| 6-7 AM | 4905 | 0.0 | OFF | 4905 | 0 | 0.00 | 0 | 57.3 | 57.3 | 57.3 |
| 7-8 AM | 5751 | 0.0 | OFF | 5751 | 0 | 0.00 | 0 | 51.5 | 51.5 | 51.5 |
| 8-9 AM | 4680 | 0.0 | OFF | 4680 | 0 | 0.00 | 0 | 58.9 | 58.9 | 58.9 |
| 9-10 AM | 3515 | 0.0 | OFF | 3515 | 0 | 0.00 | 0 | 66.4 | 66.4 | 66.4 |
| 10-11 AM | 3222 | 0.0 | OFF | 3222 | 0 | 0.00 | 0 | 66.8 | 66.8 | 66.8 |
| 11AM-NOON | 3351 | 0.0 | OFF | 3351 | 0 | 0.00 | 0 | 66.6 | 66.6 | 66.6 |
| NOON-1PM | 3317 | 0.0 | OFF | 3317 | 0 | 0.00 | 0 | 66.6 | 66.6 | 66.6 |
| 1-2 PM | 3276 | 0.0 | OFF | 3276 | 0 | 0.00 | 0 | 66.6 | 66.6 | 66.6 |
| 2-3 PM | 3489 | 0.0 | OFF | 3489 | 0 | 0.00 | 0 | 66.4 | 66.4 | 66.4 |
| 3-4 PM | 4153 | 0.0 | OFF | 4153 | 0 | 0.00 | 0 | 62.5 | 62.5 | 62.5 |
| 4-5 PM | 4475 | 0.0 | OFF | 4475 | 0 | 0.00 | 0 | 60.3 | 60.3 | 60.3 |
| 5-6 PM | 4436 | 0.0 | OFF | 4436 | 0 | 0.00 | 0 | 60.5 | 60.5 | 60.5 |
| 6-7 PM | 3150 | 0.0 | OFF | 3150 | 0 | 0.00 | 0 | 66.8 | 66.8 | 66.8 |
| 7-8 PM | 2217 | 0.0 | 3000 | 2217 | 0 | 0.33 | 0 | 68.0 | 62.4 | 49.7 |
| 8-9 PM | 1922 | 0.0 | 3000 | 1922 | 0 | 0.34 | 0 | 68.4 | 62.7 | 49.7 |
| 9-10 PM | 1520 | 0.0 | 3000 | 1520 | 0 | 0.34 | 0 | 68.9 | 63.0 | 49.7 |
| 10-11 PM | 974 | 0.0 | 3000 | 974 | 0 | 0.35 | 0 | 69.6 | 63.4 | 49.7 |
| 11PM-MID | 658 | 0.0 | 3000 | 658 | 0 | 0.36 | 0 | 69.9 | 63.7 | 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 | 0.0419 |
| MAIN ROUTE WITH WORKS | 0.0413 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-------|
| ROAD USER COSTS PER DAY | \$618 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

