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| IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 814 | 0.0 | 1500 | 814 | 0 | 0.78 | 11 | 70.2 | 59.6 | 45.5 | |
| 1-2 AM | 633 | 0.0 | 1500 | 633 | 0 | 0.45 | 0 | 70.2 | 63.7 | 46.3 | |
| 2-3 AM | 445 | 0.0 | 1500 | 445 | 0 | 0.42 | 0 | 70.2 | 64.0 | 47.1 | |
| 3-4 AM | 474 | 0.0 | 1500 | 474 | 0 | 0.43 | 0 | 70.2 | 63.9 | 47.0 | |
| 4-5 AM | 684 | 0.0 | 1500 | 684 | 0 | 0.45 | 0 | 70.2 | 63.5 | 46.1 | |
| 5-6 AM | 1091 | 0.0 | 1499 | 1091 | 0 | 0.56 | 0 | 70.2 | 62.2 | 42.7 | |
| 6-7 AM | 1710 | 0.0 | 1499 | 1710 | 0 | 3.44 | 76 | 69.9 | 39.1 | 32.5 | |
| 7-8 AM | 1987 | 0.0 | 1500 | 1724 | 263 | 14.53+ | 360 | 69.6 | 16.1 | 32.5 | |
| 8-9 AM | 2024 | 0.0 | 1500 | 1500 | 524 | 16.27+ | 400 | 69.6 | 14.8 | 32.5 | |
| 9-10 AM | 2435 | 0.0 | 1500 | 1500 | 935 | 16.23+ | 400 | 69.0 | 14.8 | 32.5 | |
| 10-11 AM | 2926 | 0.0 | 1500 | 1500 | 1426 | 16.19+ | 400 | 68.4 | 14.8 | 32.5 | |
| 11AM-NOON | 3181 | 0.0 | 1500 | 1500 | 1681 | 16.17+ | 400 | 68.1 | 14.8 | 32.5 | |
| NOON-1PM | 3435 | 0.0 | 1500 | 1500 | 1935 | 16.15+ | 400 | 67.8 | 14.8 | 32.5 | |
| 1-2 PM | 3649 | 0.0 | 1500 | 1500 | 2149 | 16.12+ | 400 | 67.3 | 14.8 | 32.5 | |
| 2-3 PM | 4018 | 0.0 | 1500 | 1500 | 2518 | 15.94+ | 400 | 64.7 | 14.8 | 32.5 | |
| 3-4 PM | 4080 | 0.0 | 1500 | 1500 | 2580 | 15.91+ | 400 | 64.3 | 14.8 | 32.5 | |
| 4-5 PM | 4285 | 0.0 | 1500 | 1500 | 2785 | 15.80+ | 400 | 62.9 | 14.8 | 32.5 | |
| 5-6 PM | 4385 | 0.0 | 1500 | 1500 | 2885 | 15.75+ | 400 | 62.2 | 14.8 | 32.5 | |
| 6-7 PM | 4227 | 0.0 | 1500 | 1500 | 2727 | 15.83+ | 400 | 63.3 | 14.8 | 32.5 | |
| 7-8 PM | 3792 | 0.0 | 1500 | 1500 | 2292 | 16.05+ | 400 | 66.3 | 14.8 | 32.5 | |
| 8-9 PM | 2829 | 0.0 | 1500 | 1500 | 1329 | 16.20+ | 400 | 68.5 | 14.8 | 32.5 | |
| 9-10 PM | 2155 | 0.0 | 1500 | 1500 | 655 | 16.26+ | 400 | 69.4 | 14.8 | 32.5 | |
| 10-11 PM | 1663 | 0.0 | 1499 | 1452 | 211 | 16.09+ | 394 | 70.0 | 15.0 | 32.5 | |
| 11PM-MID | 1234 | 0.0 | 1499 | 1234 | 0 | 11.01 | 279 | 70.2 | 19.9 | 33.8 | |

+ 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 | 0.0472 |
| MAIN ROUTE WITH WORKS | 0.0233 |
| 'DIVERSION' | 0.0506 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$189,371 |
| CONGESTED HOURS PER DAY* | 16 |

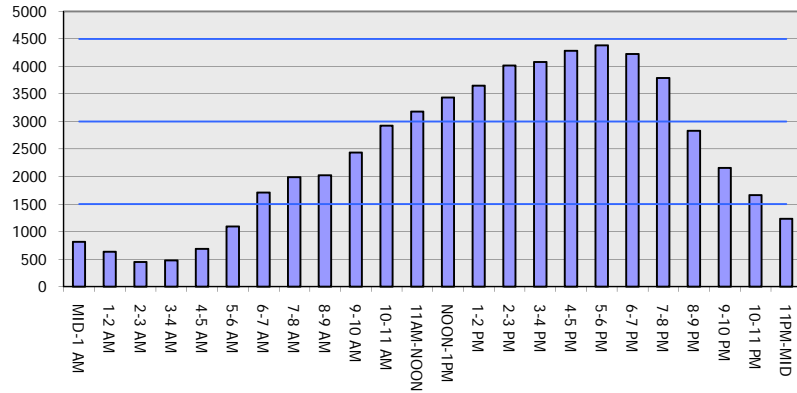
*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

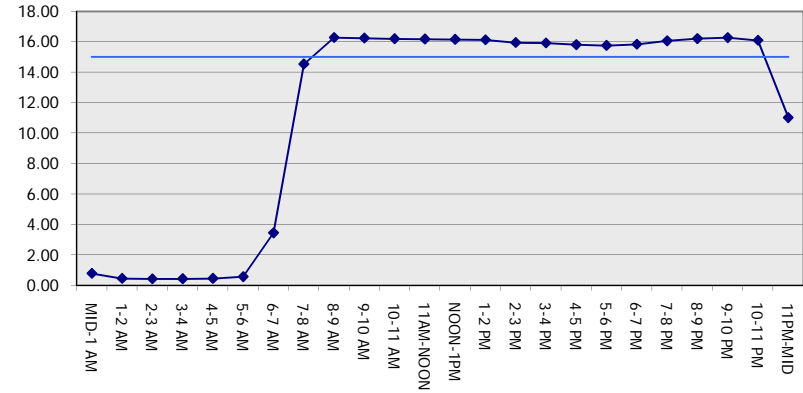
AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

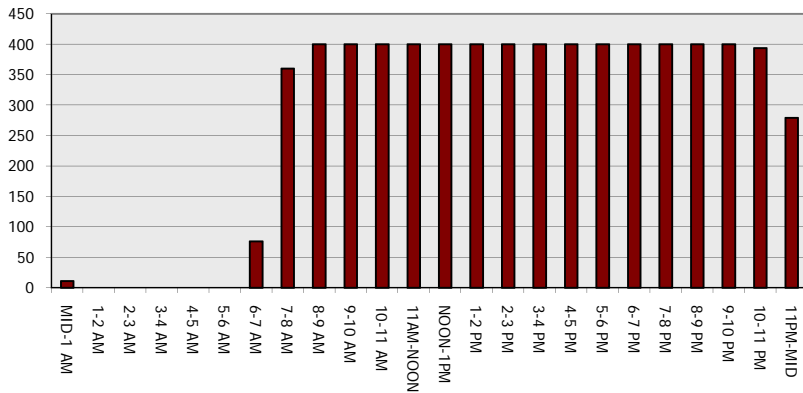
Main Route - Traffic Demand (Vehicles Per Hour)



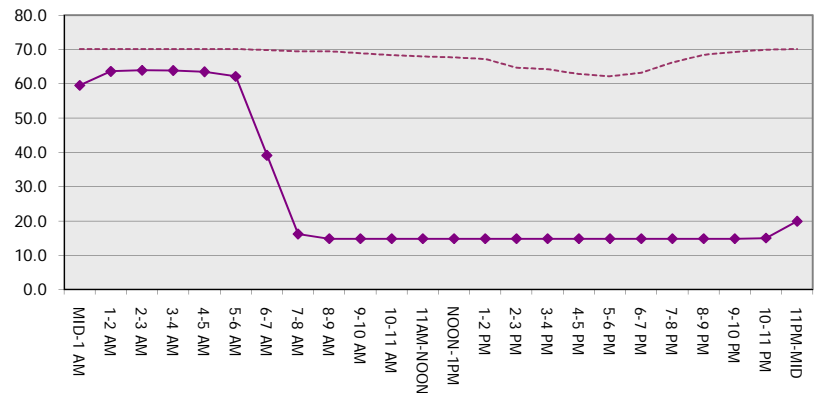
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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| | 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 | 534 | 0.0 | 1500 | 534 | 0 | 0.44 | 0 | 70.2 | 63.8 | 46.8 |
| 1-2 AM | 436 | 0.0 | 1500 | 436 | 0 | 0.42 | 0 | 70.2 | 64.0 | 47.2 |
| 2-3 AM | 427 | 0.0 | 1500 | 427 | 0 | 0.42 | 0 | 70.2 | 64.0 | 47.3 |
| 3-4 AM | 523 | 0.0 | 1500 | 523 | 0 | 0.43 | 0 | 70.2 | 63.8 | 46.8 |
| 4-5 AM | 984 | 0.0 | 1499 | 984 | 0 | 0.53 | 0 | 70.2 | 62.5 | 43.7 |
| 5-6 AM | 2128 | 0.0 | 1499 | 1980 | 148 | 8.06+ | 232 | 69.4 | 24.5 | 32.5 |
| 6-7 AM | 2730 | 0.0 | 1500 | 1500 | 1230 | 16.20+ | 400 | 68.6 | 14.8 | 32.7 |
| 7-8 AM | 2623 | 0.0 | 1500 | 1500 | 1123 | 16.21+ | 400 | 68.8 | 14.8 | 32.7 |
| 8-9 AM | 2367 | 0.0 | 1499 | 1498 | 869 | 16.22+ | 399 | 69.1 | 14.8 | 32.7 |
| 9-10 AM | 2600 | 0.0 | 1500 | 1500 | 1100 | 16.22+ | 400 | 68.8 | 14.8 | 32.5 |
| 10-11 AM | 2809 | 0.0 | 1500 | 1500 | 1309 | 16.20+ | 400 | 68.6 | 14.8 | 32.5 |
| 11AM-NOON | 2757 | 0.0 | 1500 | 1500 | 1257 | 16.20+ | 399 | 68.6 | 14.8 | 32.5 |
| NOON-1PM | 2906 | 0.0 | 1500 | 1500 | 1406 | 16.19+ | 400 | 68.4 | 14.8 | 32.5 |
| 1-2 PM | 3047 | 0.0 | 1500 | 1500 | 1547 | 16.18+ | 400 | 68.2 | 14.8 | 32.5 |
| 2-3 PM | 3026 | 0.0 | 1500 | 1500 | 1526 | 16.18+ | 400 | 68.2 | 14.8 | 32.5 |
| 3-4 PM | 2912 | 0.0 | 1500 | 1500 | 1412 | 16.19+ | 400 | 68.4 | 14.8 | 32.5 |
| 4-5 PM | 2680 | 0.0 | 1500 | 1500 | 1180 | 16.21+ | 400 | 68.7 | 14.8 | 32.5 |
| 5-6 PM | 2639 | 0.0 | 1500 | 1500 | 1139 | 16.21+ | 400 | 68.7 | 14.8 | 32.5 |
| 6-7 PM | 2538 | 0.0 | 1500 | 1500 | 1038 | 16.22+ | 400 | 68.9 | 14.8 | 32.5 |
| 7-8 PM | 2115 | 0.0 | 1499 | 1474 | 641 | 16.17+ | 397 | 69.4 | 14.8 | 32.5 |
| 8-9 PM | 1795 | 0.0 | 1499 | 1470 | 325 | 16.17+ | 397 | 69.8 | 14.9 | 32.5 |
| 9-10 PM | 1528 | 0.0 | 1499 | 1461 | 67 | 16.00+ | 392 | 70.1 | 15.0 | 32.5 |
| 10-11 PM | 1359 | 0.0 | 1499 | 1359 | 0 | 13.42 | 328 | 70.2 | 17.2 | 32.5 |
| 11PM-MID | 1020 | 0.0 | 1499 | 1020 | 0 | 2.42 | 76 | 70.2 | 45.1 | 41.0 |

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

| | |
|--|------|
| 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 |

| | |
|--|---|
| 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 |

| | |
|--------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0394 |
| MAIN ROUTE WITH WORKS | 0.0232 |
| 'DIVERSION' | 0.0326 |

PIA: Personal Injury Accidents

| | |
|--------------------------|-----------|
| ROAD USER COSTS PER DAY | \$159,275 |
| CONGESTED HOURS PER DAY* | 17 |

*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

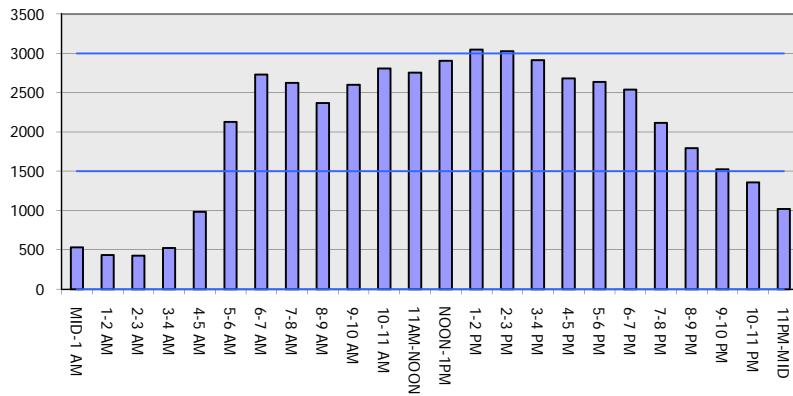
AUGUST

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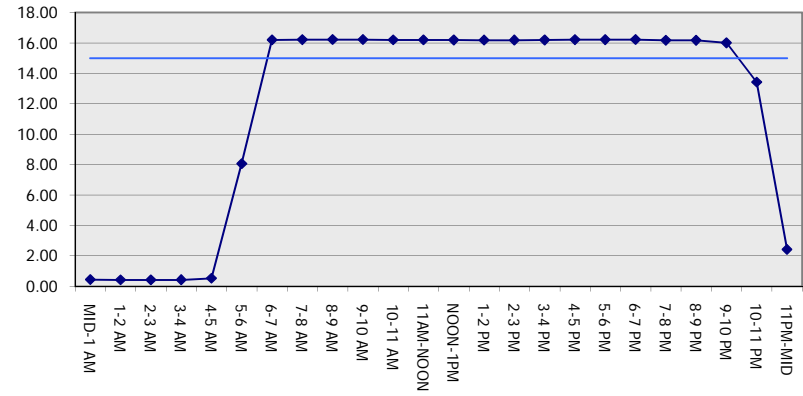
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

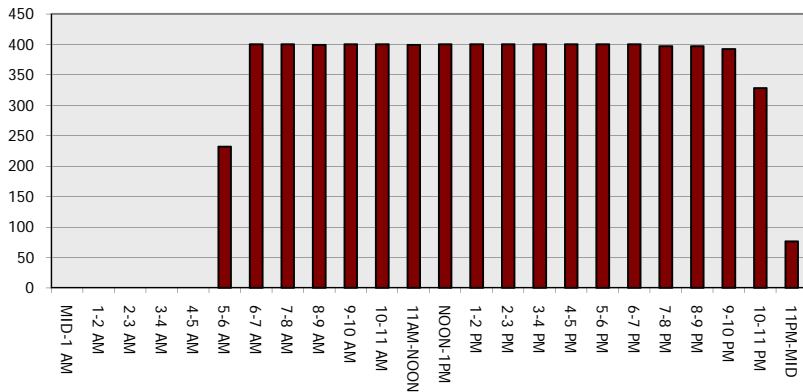
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

