

|   |  |
|---|--|
| <b>IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)</b><br><b>OFF-PEAK DAY 2 LANE CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>MAY</b>                               |
|   | Analyzed for 2009<br>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    | 518                          | 0.0       | OFF            | 518        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |  |
| 1-2 AM      | 382                          | 0.0       | OFF            | 382        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |  |
| 2-3 AM      | 331                          | 0.0       | OFF            | 331        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |  |
| 3-4 AM      | 360                          | 0.0       | OFF            | 360        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |  |
| 4-5 AM      | 574                          | 0.0       | OFF            | 574        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |  |
| 5-6 AM      | 1021                         | 0.0       | OFF            | 1021       | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |  |
| 6-7 AM      | 1686                         | 0.0       | OFF            | 1686       | 0           | 0.00                  | 0                     | 69.9              | 69.9           | 69.9 |  |
| 7-8 AM      | 1947                         | 0.0       | OFF            | 1947       | 0           | 0.00                  | 0                     | 69.6              | 69.6           | 69.6 |  |
| 8-9 AM      | 1762                         | 0.0       | OFF            | 1762       | 0           | 0.00                  | 0                     | 69.9              | 69.9           | 69.9 |  |
| 9-10 AM     | 2015                         | 0.0       | 1499           | 1978       | 36          | 8.57+                 | 239                   | 69.6              | 23.6           | 32.5 |  |
| 10-11 AM    | 2135                         | 0.0       | 1500           | 1455       | 680         | 16.09+                | 395                   | 69.4              | 14.9           | 32.5 |  |
| 11AM-NOON   | 2157                         | 0.0       | 1500           | 1500       | 657         | 16.26+                | 400                   | 69.4              | 14.8           | 32.5 |  |
| NOON-1PM    | 2154                         | 0.0       | 1500           | 1500       | 654         | 16.26+                | 400                   | 69.4              | 14.8           | 32.5 |  |
| 1-2 PM      | 2238                         | 0.0       | 1500           | 1500       | 738         | 16.25+                | 400                   | 69.2              | 14.8           | 32.5 |  |
| 2-3 PM      | 2542                         | 0.0       | 1500           | 1500       | 1042        | 16.23+                | 400                   | 68.9              | 14.8           | 32.5 |  |
| 3-4 PM      | 3025                         | 0.0       | 1500           | 1500       | 1525        | 16.19+                | 400                   | 68.2              | 14.8           | 32.5 |  |
| 4-5 PM      | 3306                         | 0.0       | OFF            | 3306       | 0           | 0.44                  | 34                    | 67.9              | 61.9           | 61.9 |  |
| 5-6 PM      | 3225                         | 0.0       | OFF            | 3225       | 0           | 0.00                  | 0                     | 68.0              | 68.0           | 68.0 |  |
| 6-7 PM      | 2667                         | 0.0       | OFF            | 2667       | 0           | 0.00                  | 0                     | 68.7              | 68.7           | 68.7 |  |
| 7-8 PM      | 1899                         | 0.0       | OFF            | 1899       | 0           | 0.00                  | 0                     | 69.7              | 69.7           | 69.7 |  |
| 8-9 PM      | 1513                         | 0.0       | OFF            | 1513       | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |  |
| 9-10 PM     | 1339                         | 0.0       | OFF            | 1339       | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |  |
| 10-11 PM    | 1036                         | 0.0       | OFF            | 1036       | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |  |
| 11PM-MID    | 772                          | 0.0       | OFF            | 772        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |  |

"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 |

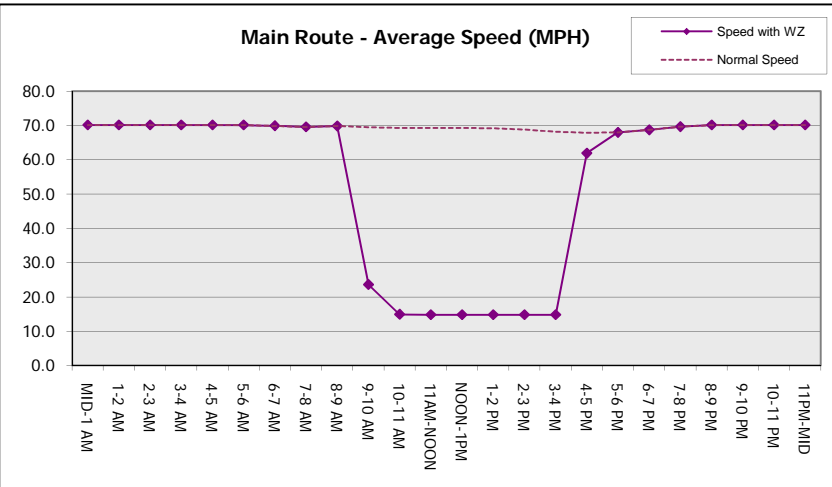
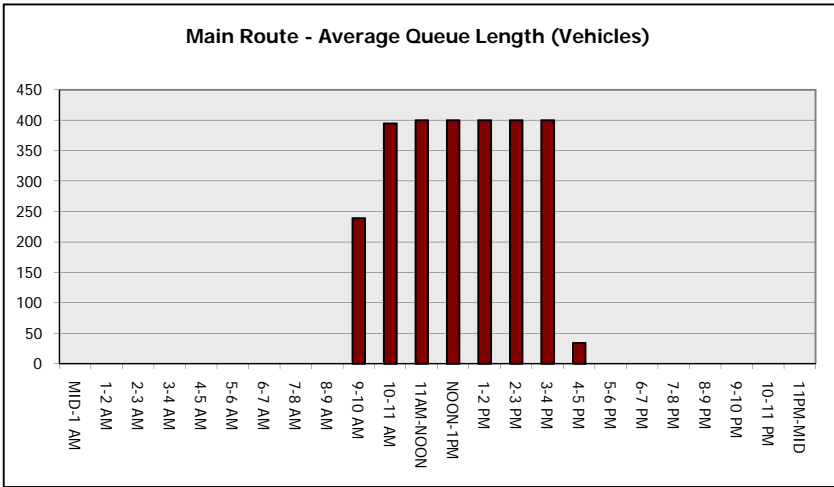
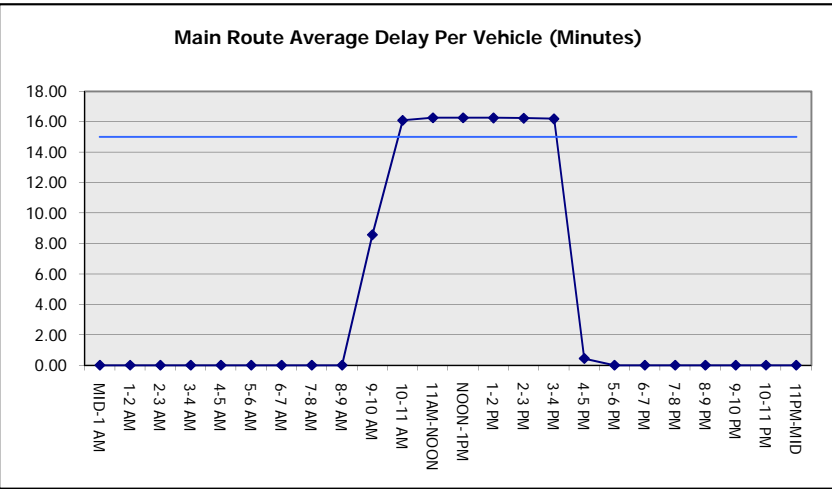
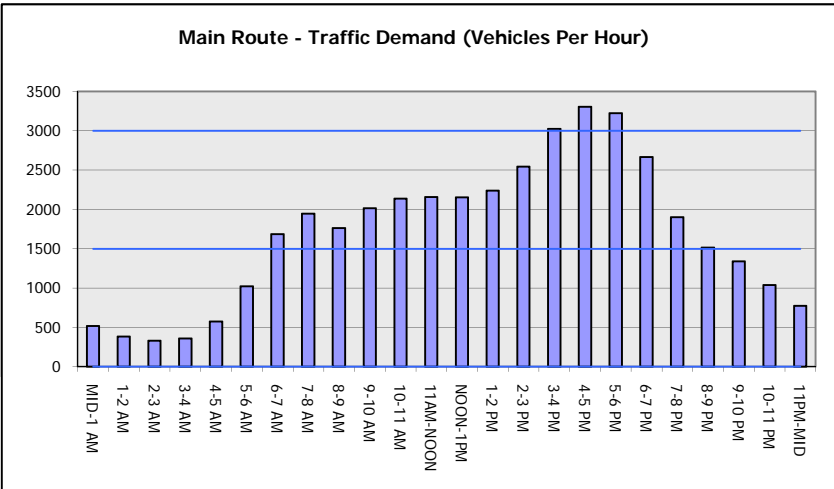
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) |          |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS           | 0.0330   |
| MAIN ROUTE WITH WORKS              | 0.0279   |
| 'DIVERSION'                        | 0.0100   |
| PIA: Personal Injury Accidents     |          |
| IMPACTS ON ROAD USERS              |          |
| ROAD USER COSTS PER DAY            | \$55,174 |
| CONGESTED HOURS PER DAY*           | 7        |

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)**  
**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



|   |  |
|---|--|
| <b>IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)</b><br><b>OFF-PEAK DAY 2 LANE CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>MAY</b>                               |
|   | Analyzed for 2009<br>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    | 419                          | 0.0       | OFF            | 419        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 1-2 AM      | 347                          | 0.0       | OFF            | 347        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 2-3 AM      | 338                          | 0.0       | OFF            | 338        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 3-4 AM      | 415                          | 0.0       | OFF            | 415        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 4-5 AM      | 866                          | 0.0       | OFF            | 866        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 5-6 AM      | 2230                         | 0.0       | OFF            | 2230       | 0           | 0.00                  | 0                     | 69.2              | 69.2           | 69.2 |
| 6-7 AM      | 3040                         | 0.0       | OFF            | 3040       | 0           | 0.00                  | 0                     | 68.2              | 68.2           | 68.2 |
| 7-8 AM      | 2760                         | 0.0       | OFF            | 2760       | 0           | 0.00                  | 0                     | 68.6              | 68.6           | 68.6 |
| 8-9 AM      | 2380                         | 0.0       | OFF            | 2380       | 0           | 0.00                  | 0                     | 69.1              | 69.1           | 69.1 |
| 9-10 AM     | 2254                         | 0.0       | 1499           | 1890       | 364         | 11.43+                | 297                   | 69.2              | 19.3           | 32.5 |
| 10-11 AM    | 2175                         | 0.0       | 1500           | 1500       | 675         | 16.25+                | 400                   | 69.3              | 14.8           | 32.5 |
| 11AM-NOON   | 2211                         | 0.0       | 1500           | 1500       | 711         | 16.25+                | 400                   | 69.3              | 14.8           | 32.5 |
| NOON-1PM    | 2289                         | 0.0       | 1500           | 1500       | 789         | 16.24+                | 400                   | 69.2              | 14.8           | 32.5 |
| 1-2 PM      | 2387                         | 0.0       | 1500           | 1500       | 887         | 16.24+                | 400                   | 69.1              | 14.8           | 32.5 |
| 2-3 PM      | 2456                         | 0.0       | 1500           | 1500       | 956         | 16.23+                | 400                   | 69.0              | 14.8           | 32.5 |
| 3-4 PM      | 2480                         | 0.0       | 1500           | 1500       | 980         | 16.23+                | 400                   | 68.9              | 14.8           | 32.5 |
| 4-5 PM      | 2370                         | 0.0       | OFF            | 2370       | 0           | 0.24                  | 20                    | 69.1              | 65.5           | 65.5 |
| 5-6 PM      | 2323                         | 0.0       | OFF            | 2323       | 0           | 0.00                  | 0                     | 69.2              | 69.2           | 69.2 |
| 6-7 PM      | 2055                         | 0.0       | OFF            | 2055       | 0           | 0.00                  | 0                     | 69.5              | 69.5           | 69.5 |
| 7-8 PM      | 1613                         | 0.0       | OFF            | 1613       | 0           | 0.00                  | 0                     | 70.0              | 70.0           | 70.0 |
| 8-9 PM      | 1379                         | 0.0       | OFF            | 1379       | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 9-10 PM     | 1218                         | 0.0       | OFF            | 1218       | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 10-11 PM    | 930                          | 0.0       | OFF            | 930        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |
| 11PM-MID    | 633                          | 0.0       | OFF            | 633        | 0           | 0.00                  | 0                     | 70.2              | 70.2           | 70.2 |

"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           | 0.0337 |
| MAIN ROUTE WITH WORKS              | 0.0287 |
| 'DIVERSION'                        | 0.0101 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |          |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY       | \$56,032 |
| CONGESTED HOURS PER DAY*      | 7        |

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)  
 OFF-PEAK DAY 2 LANE CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

