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| IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 636 | 0.0 | 3000 | 636 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 1-2 AM | 485 | 0.0 | 3000 | 485 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 2-3 AM | 358 | 0.0 | 3000 | 358 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 3-4 AM | 397 | 0.0 | 3000 | 397 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 4-5 AM | 587 | 0.0 | 3000 | 587 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 5-6 AM | 1025 | 0.0 | 3000 | 1025 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 6-7 AM | 1709 | 0.0 | 3000 | 1709 | 0 | 0.36 | 0 | 69.9 | 64.6 | 49.7 |
| 7-8 AM | 1943 | 0.0 | 3000 | 1943 | 0 | 0.35 | 0 | 69.6 | 64.5 | 49.7 |
| 8-9 AM | 1878 | 0.0 | 3000 | 1878 | 0 | 0.35 | 0 | 69.7 | 64.5 | 49.7 |
| 9-10 AM | 2111 | 0.0 | 3000 | 2111 | 0 | 0.35 | 0 | 69.4 | 64.3 | 49.7 |
| 10-11 AM | 2360 | 0.0 | 3000 | 2360 | 0 | 0.35 | 0 | 69.1 | 64.1 | 49.7 |
| 11AM-NOON | 2459 | 0.0 | 3000 | 2459 | 0 | 0.41 | 0 | 69.0 | 63.2 | 47.2 |
| NOON-1PM | 2472 | 0.0 | 3000 | 2472 | 0 | 0.42 | 0 | 69.0 | 63.0 | 46.9 |
| 1-2 PM | 2506 | 0.0 | 3000 | 2506 | 0 | 0.44 | 0 | 68.9 | 62.7 | 46.1 |
| 2-3 PM | 2810 | 0.0 | 2999 | 2810 | 0 | 0.64 | 0 | 68.6 | 60.0 | 40.0 |
| 3-4 PM | 3208 | 0.0 | 2999 | 3208 | 0 | 2.12 | 82 | 68.1 | 46.2 | 36.9 |
| 4-5 PM | 3484 | 0.0 | 3000 | 3484 | 0 | 8.31 | 440 | 67.7 | 23.8 | 36.9 |
| 5-6 PM | 3502 | 0.0 | 2999 | 3085 | 417 | 15.08+ | 790 | 67.7 | 15.6 | 36.9 |
| 6-7 PM | 2899 | 0.0 | 3000 | 2889 | 10 | 14.63+ | 763 | 68.4 | 16.0 | 36.9 |
| 7-8 PM | 2086 | 0.0 | 2999 | 2086 | 0 | 3.70 | 275 | 69.4 | 37.8 | 44.8 |
| 8-9 PM | 1657 | 0.0 | 3000 | 1657 | 0 | 0.36 | 0 | 70.0 | 64.7 | 49.7 |
| 9-10 PM | 1469 | 0.0 | 3000 | 1469 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 10-11 PM | 1252 | 0.0 | 3000 | 1252 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 11PM-MID | 955 | 0.0 | 3000 | 955 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |

+ 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 | 0.0359 |
| MAIN ROUTE WITH WORKS | 0.0327 |
| 'DIVERSION' | 0.0008 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$32,503 |
| CONGESTED HOURS PER DAY* | 2 |

*Delays Exceeding User-Specified Maximum

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

AUGUST

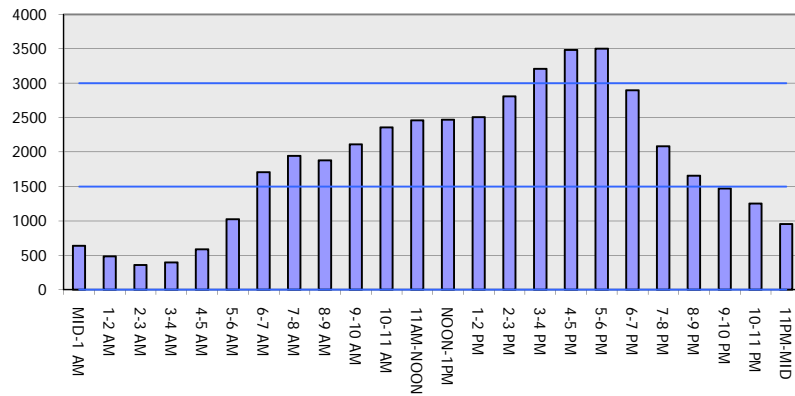
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

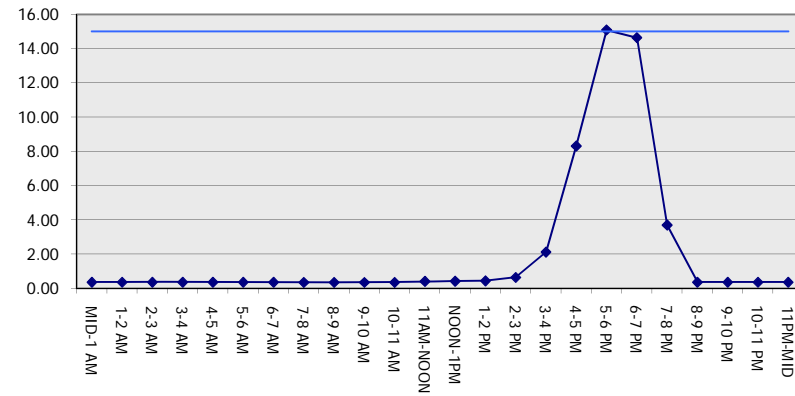
MON-THUR

WESTBOUND DIRECTION

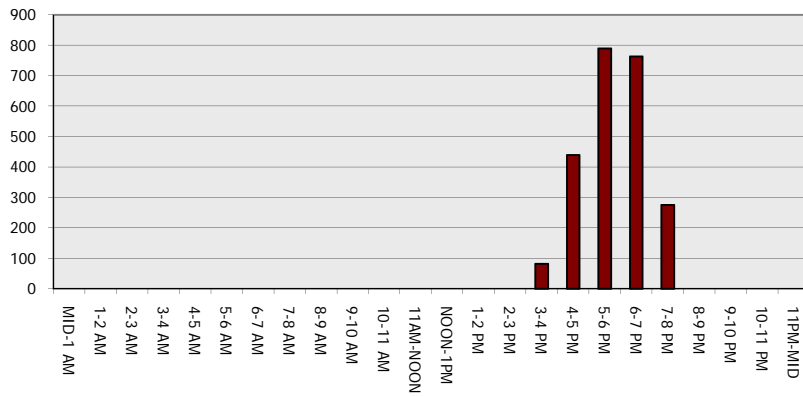
Main Route - Traffic Demand (Vehicles Per Hour)



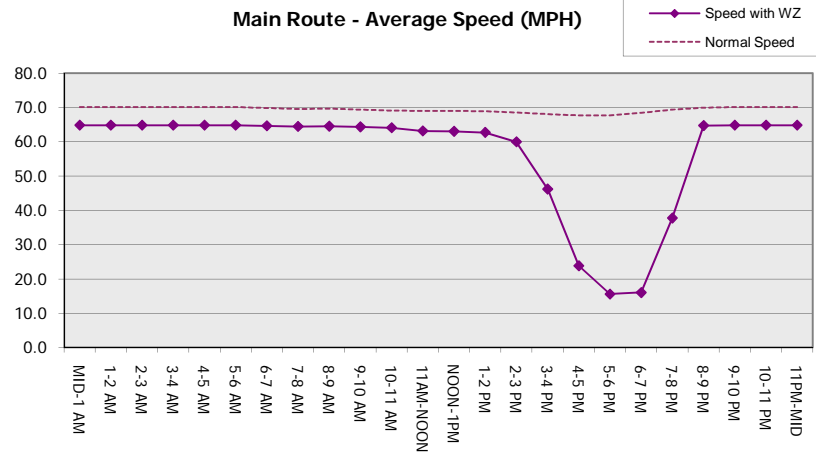
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



| | |
|--|--|
| IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 526 | 0.0 | 3000 | 526 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 1-2 AM | 398 | 0.0 | 3000 | 398 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 2-3 AM | 364 | 0.0 | 3000 | 364 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 3-4 AM | 458 | 0.0 | 3000 | 458 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 4-5 AM | 940 | 0.0 | 3000 | 940 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 5-6 AM | 2248 | 0.0 | 2999 | 2248 | 0 | 0.39 | 0 | 69.2 | 63.6 | 47.9 |
| 6-7 AM | 2976 | 0.0 | 2999 | 2976 | 0 | 0.82 | 4 | 68.3 | 57.8 | 37.5 |
| 7-8 AM | 2746 | 0.0 | 3000 | 2746 | 0 | 0.61 | 0 | 68.6 | 60.3 | 41.1 |
| 8-9 AM | 2441 | 0.0 | 3000 | 2441 | 0 | 0.40 | 0 | 69.0 | 63.3 | 47.6 |
| 9-10 AM | 2593 | 0.0 | 3000 | 2593 | 0 | 0.50 | 0 | 68.8 | 61.9 | 44.2 |
| 10-11 AM | 2586 | 0.0 | 3000 | 2586 | 0 | 0.49 | 0 | 68.8 | 62.0 | 44.3 |
| 11AM-NOON | 2516 | 0.0 | 3000 | 2516 | 0 | 0.45 | 0 | 68.9 | 62.6 | 45.8 |
| NOON-1PM | 2486 | 0.0 | 3000 | 2486 | 0 | 0.43 | 0 | 68.9 | 62.9 | 46.5 |
| 1-2 PM | 2566 | 0.0 | 3000 | 2566 | 0 | 0.48 | 0 | 68.9 | 62.2 | 44.7 |
| 2-3 PM | 2598 | 0.0 | 3000 | 2598 | 0 | 0.50 | 0 | 68.8 | 61.9 | 44.0 |
| 3-4 PM | 2483 | 0.0 | 3000 | 2483 | 0 | 0.42 | 0 | 68.9 | 62.9 | 46.6 |
| 4-5 PM | 2357 | 0.0 | 3000 | 2357 | 0 | 0.35 | 0 | 69.1 | 64.1 | 49.7 |
| 5-6 PM | 2358 | 0.0 | 3000 | 2358 | 0 | 0.35 | 0 | 69.1 | 64.1 | 49.7 |
| 6-7 PM | 2223 | 0.0 | 3000 | 2223 | 0 | 0.35 | 0 | 69.3 | 64.2 | 49.7 |
| 7-8 PM | 1770 | 0.0 | 3000 | 1770 | 0 | 0.36 | 0 | 69.9 | 64.6 | 49.7 |
| 8-9 PM | 1489 | 0.0 | 3000 | 1489 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 9-10 PM | 1308 | 0.0 | 3000 | 1308 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 10-11 PM | 1002 | 0.0 | 3000 | 1002 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |
| 11PM-MID | 705 | 0.0 | 3000 | 705 | 0 | 0.36 | 0 | 70.2 | 64.8 | 49.7 |

| *----- 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 | 0.0358 |
| MAIN ROUTE WITH WORKS | 0.0329 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$4,316 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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

AUGUST

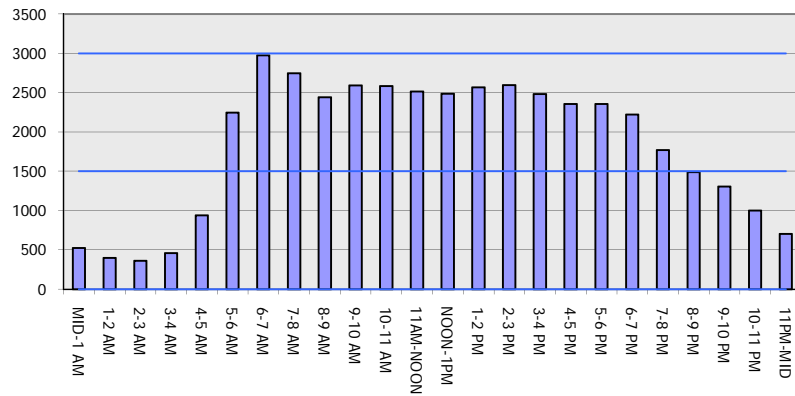
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

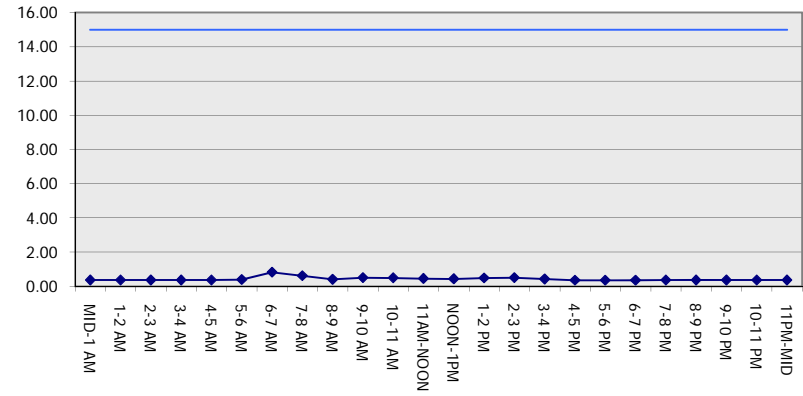
MON-THUR

EASTBOUND DIRECTION

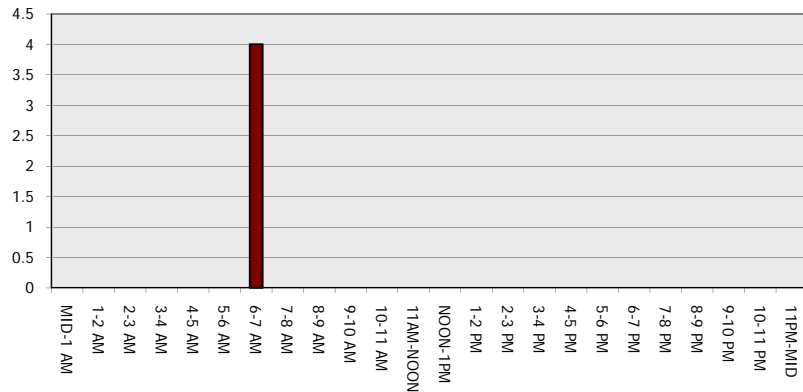
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

