

|   |  |
|---|--|
| <b>IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)<br/>                 CONTINUOUS (24 HOUR) CLOSURE<br/>                 NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>OCTOBER</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    | 445                          | 0.0       | 3000           | 445        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 1-2 AM      | 358                          | 0.0       | 3000           | 358        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 2-3 AM      | 354                          | 0.0       | 3000           | 354        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 3-4 AM      | 407                          | 0.0       | 3000           | 407        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 4-5 AM      | 722                          | 0.0       | 3000           | 722        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 5-6 AM      | 1436                         | 0.0       | 3000           | 1436       | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 6-7 AM      | 2103                         | 0.0       | 3000           | 2103       | 0           | 0.35                  | 0                     | 69.4              | 66.9           | 49.7 |
| 7-8 AM      | 2289                         | 0.0       | 3000           | 2289       | 0           | 0.35                  | 0                     | 69.2              | 66.8           | 49.7 |
| 8-9 AM      | 2149                         | 0.0       | 3000           | 2149       | 0           | 0.35                  | 0                     | 69.4              | 66.9           | 49.7 |
| 9-10 AM     | 2146                         | 0.0       | 3000           | 2146       | 0           | 0.35                  | 0                     | 69.4              | 66.9           | 49.7 |
| 10-11 AM    | 2088                         | 0.0       | 3000           | 2088       | 0           | 0.35                  | 0                     | 69.4              | 66.9           | 49.7 |
| 11AM-NOON   | 2131                         | 0.0       | 3000           | 2131       | 0           | 0.35                  | 0                     | 69.4              | 66.9           | 49.7 |
| NOON-1PM    | 2222                         | 0.0       | 3000           | 2222       | 0           | 0.35                  | 0                     | 69.3              | 66.8           | 49.7 |
| 1-2 PM      | 2328                         | 0.0       | 3000           | 2328       | 0           | 0.35                  | 0                     | 69.1              | 66.7           | 49.7 |
| 2-3 PM      | 2433                         | 0.0       | 3000           | 2433       | 0           | 0.39                  | 0                     | 69.0              | 66.3           | 47.8 |
| 3-4 PM      | 2568                         | 0.0       | 3000           | 2568       | 0           | 0.48                  | 0                     | 68.9              | 65.5           | 44.6 |
| 4-5 PM      | 2638                         | 0.0       | 3000           | 2638       | 0           | 0.53                  | 0                     | 68.7              | 65.1           | 43.2 |
| 5-6 PM      | 2801                         | 0.0       | 3000           | 2801       | 0           | 0.63                  | 0                     | 68.6              | 64.3           | 40.1 |
| 6-7 PM      | 2178                         | 0.0       | 3000           | 2178       | 0           | 0.35                  | 0                     | 69.3              | 66.9           | 49.7 |
| 7-8 PM      | 1596                         | 0.0       | 3000           | 1596       | 0           | 0.36                  | 0                     | 70.0              | 67.4           | 49.7 |
| 8-9 PM      | 1245                         | 0.0       | 3000           | 1245       | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 9-10 PM     | 1129                         | 0.0       | 3000           | 1129       | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 10-11 PM    | 821                          | 0.0       | 3000           | 821        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 11PM-MID    | 651                          | 0.0       | 3000           | 651        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 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 | 0.0681 |
| MAIN ROUTE WITH WORKS    | 0.0655 |
| 'DIVERSION'              | 0.0000 |

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

|                          |         |
|--------------------------|---------|
| ROAD USER COSTS PER DAY  | \$2,976 |
| CONGESTED HOURS PER DAY* | 0       |

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)  
CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

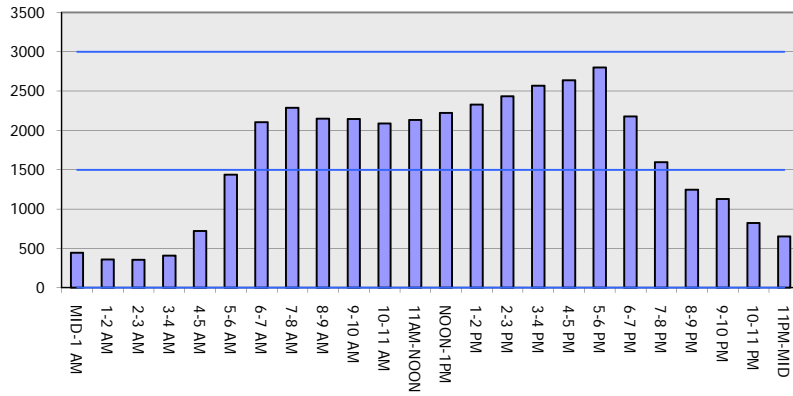
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

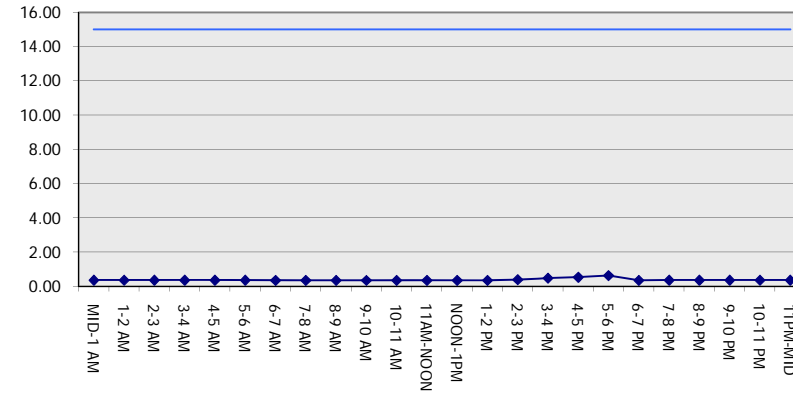
**MON-THUR**

**WESTBOUND DIRECTION**

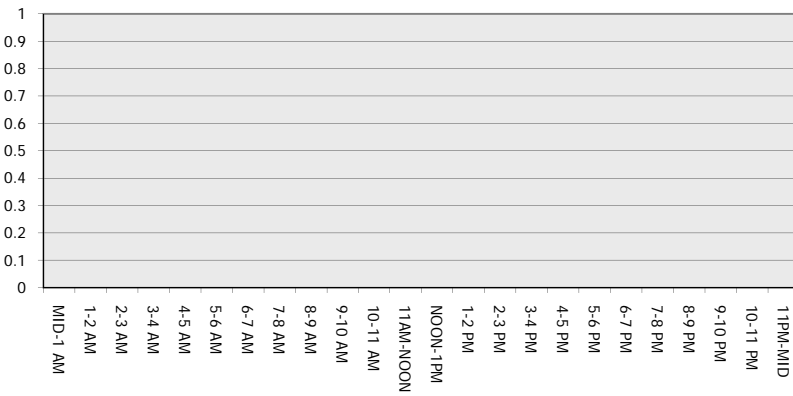
**Main Route - Traffic Demand (Vehicles Per Hour)**



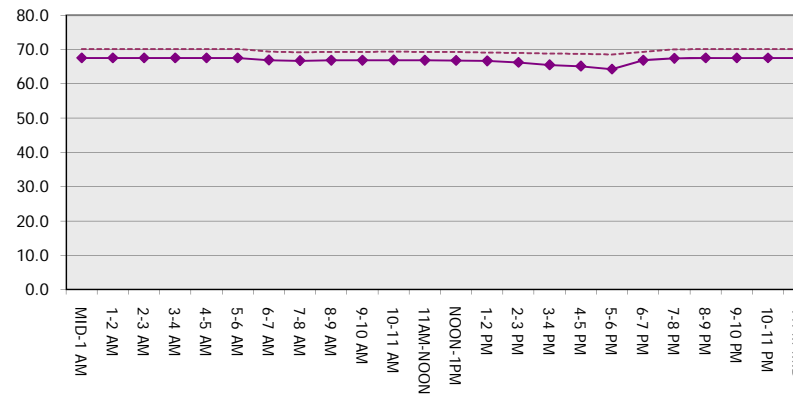
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



|   |  |
|---|--|
| <b>IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)<br/>                 CONTINUOUS (24 HOUR) CLOSURE<br/>                 NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>OCTOBER</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    | 451                          | 0.0       | 3000           | 451        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 1-2 AM      | 356                          | 0.0       | 3000           | 356        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 2-3 AM      | 329                          | 0.0       | 3000           | 329        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 3-4 AM      | 380                          | 0.0       | 3000           | 380        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 4-5 AM      | 591                          | 0.0       | 3000           | 591        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 5-6 AM      | 1243                         | 0.0       | 3000           | 1243       | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 6-7 AM      | 2143                         | 0.0       | 3000           | 2143       | 0           | 0.35                  | 0                   | 69.4                  | 66.9           | 49.7 |
| 7-8 AM      | 2329                         | 0.0       | 3000           | 2329       | 0           | 0.35                  | 0                   | 69.1                  | 66.7           | 49.7 |
| 8-9 AM      | 2013                         | 0.0       | 3000           | 2013       | 0           | 0.35                  | 0                   | 69.6                  | 67.0           | 49.7 |
| 9-10 AM     | 1924                         | 0.0       | 3000           | 1924       | 0           | 0.35                  | 0                   | 69.7                  | 67.1           | 49.7 |
| 10-11 AM    | 2042                         | 0.0       | 3000           | 2042       | 0           | 0.35                  | 0                   | 69.5                  | 67.0           | 49.7 |
| 11AM-NOON   | 2041                         | 0.0       | 3000           | 2041       | 0           | 0.35                  | 0                   | 69.5                  | 67.0           | 49.7 |
| NOON-1PM    | 2042                         | 0.0       | 3000           | 2042       | 0           | 0.35                  | 0                   | 69.5                  | 67.0           | 49.7 |
| 1-2 PM      | 2089                         | 0.0       | 3000           | 2089       | 0           | 0.35                  | 0                   | 69.4                  | 66.9           | 49.7 |
| 2-3 PM      | 2268                         | 0.0       | 3000           | 2268       | 0           | 0.35                  | 0                   | 69.2                  | 66.8           | 49.7 |
| 3-4 PM      | 2614                         | 0.0       | 3000           | 2614       | 0           | 0.51                  | 0                   | 68.8                  | 65.3           | 43.7 |
| 4-5 PM      | 2647                         | 0.0       | 3000           | 2647       | 0           | 0.53                  | 0                   | 68.7                  | 65.1           | 43.0 |
| 5-6 PM      | 2546                         | 0.0       | 3000           | 2546       | 0           | 0.47                  | 0                   | 68.9                  | 65.6           | 45.1 |
| 6-7 PM      | 2027                         | 0.0       | 3000           | 2027       | 0           | 0.35                  | 0                   | 69.5                  | 67.0           | 49.7 |
| 7-8 PM      | 1441                         | 0.0       | 3000           | 1441       | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 8-9 PM      | 1254                         | 0.0       | 3000           | 1254       | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 9-10 PM     | 1077                         | 0.0       | 3000           | 1077       | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 10-11 PM    | 856                          | 0.0       | 3000           | 856        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 11PM-MID    | 661                          | 0.0       | 3000           | 661        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 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           | 0.0648 |
| MAIN ROUTE WITH WORKS              | 0.0623 |
| 'DIVERSION'                        | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |         |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY       | \$2,755 |
| CONGESTED HOURS PER DAY*      | 0       |

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)  
 CONTINUOUS (24 HOUR) CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

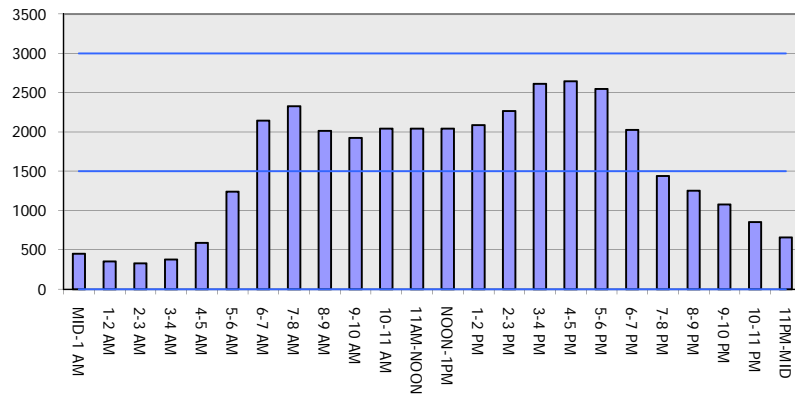
**OCTOBER**

Analyzed for 2009  
 Construction Season

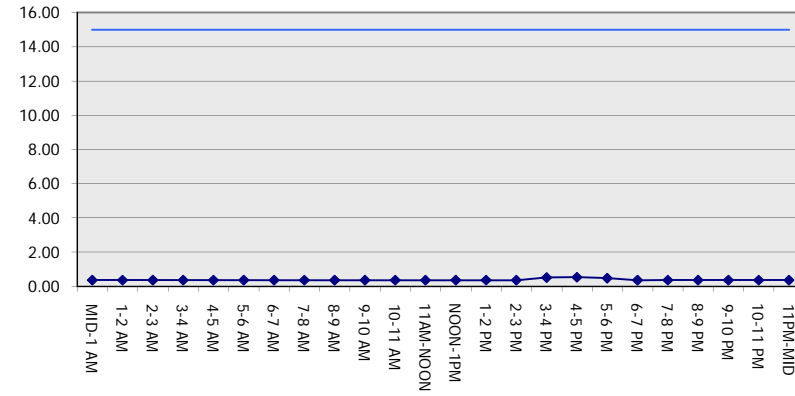
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**MON-THUR EASTBOUND DIRECTION**

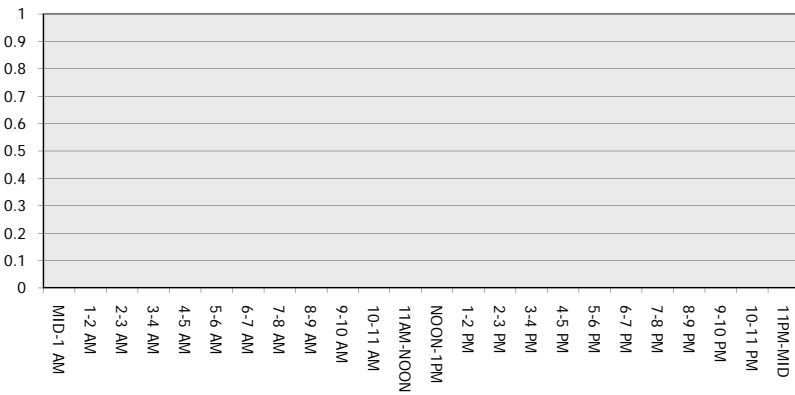
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

