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|---|--|
| IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) OFF-PEAK DAY 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 | 593 | 0.0 | OFF | 593 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 1-2 AM | 434 | 0.0 | OFF | 434 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 2-3 AM | 433 | 0.0 | OFF | 433 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 3-4 AM | 468 | 0.0 | OFF | 468 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 4-5 AM | 768 | 0.0 | OFF | 768 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 5-6 AM | 1403 | 0.0 | OFF | 1403 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 6-7 AM | 1927 | 0.0 | OFF | 1927 | 0 | 0.00 | 0 | 69.6 | 69.6 | 69.6 |
| 7-8 AM | 2151 | 0.0 | OFF | 2151 | 0 | 0.00 | 0 | 69.4 | 69.4 | 69.4 |
| 8-9 AM | 2190 | 0.0 | OFF | 2190 | 0 | 0.00 | 0 | 69.3 | 69.3 | 69.3 |
| 9-10 AM | 2549 | 0.0 | 3000 | 2549 | 0 | 0.47 | 0 | 68.9 | 65.6 | 45.1 |
| 10-11 AM | 2752 | 0.0 | 3000 | 2752 | 0 | 0.60 | 0 | 68.6 | 64.5 | 41.0 |
| 11AM-NOON | 2766 | 0.0 | 3000 | 2766 | 0 | 0.61 | 0 | 68.6 | 64.5 | 40.7 |
| NOON-1PM | 2879 | 0.0 | 2999 | 2879 | 0 | 0.68 | 0 | 68.4 | 63.9 | 38.8 |
| 1-2 PM | 2977 | 0.0 | 2999 | 2977 | 0 | 0.76 | 0 | 68.3 | 63.3 | 37.3 |
| 2-3 PM | 3105 | 0.0 | 3000 | 3105 | 0 | 1.66 | 51 | 68.2 | 58.1 | 36.9 |
| 3-4 PM | 3088 | 0.0 | 2999 | 3088 | 0 | 3.51 | 152 | 68.2 | 49.9 | 36.9 |
| 4-5 PM | 3059 | 0.0 | OFF | 3059 | 0 | 0.10 | 6 | 68.2 | 67.6 | 67.6 |
| 5-6 PM | 3086 | 0.0 | OFF | 3086 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 |
| 6-7 PM | 2743 | 0.0 | OFF | 2743 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 |
| 7-8 PM | 2142 | 0.0 | OFF | 2142 | 0 | 0.00 | 0 | 69.4 | 69.4 | 69.4 |
| 8-9 PM | 1661 | 0.0 | OFF | 1661 | 0 | 0.00 | 0 | 70.0 | 70.0 | 70.0 |
| 9-10 PM | 1484 | 0.0 | OFF | 1484 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 10-11 PM | 1381 | 0.0 | OFF | 1381 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 11PM-MID | 1129 | 0.0 | OFF | 1129 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |

"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 |

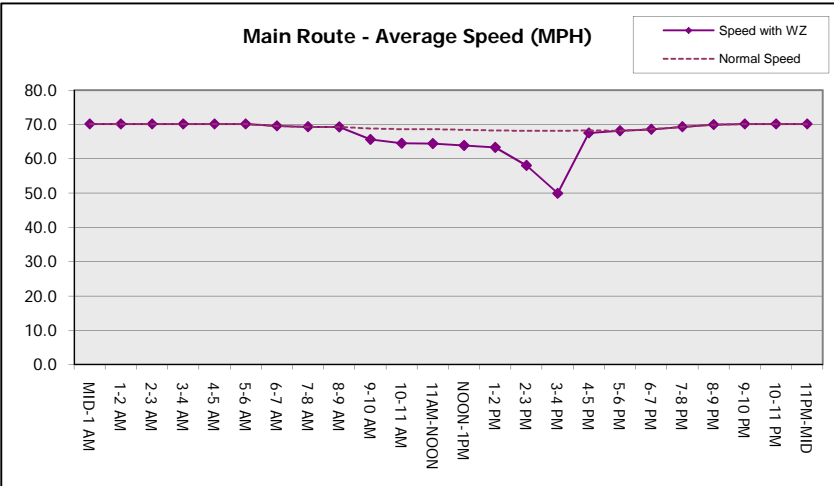
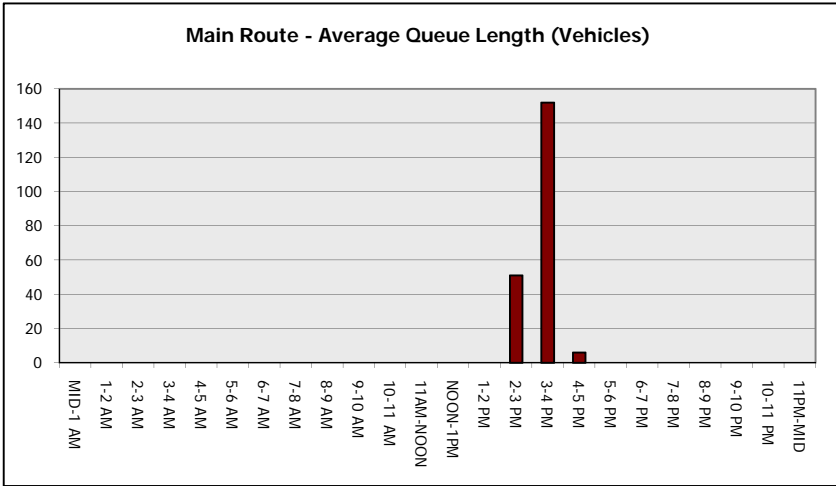
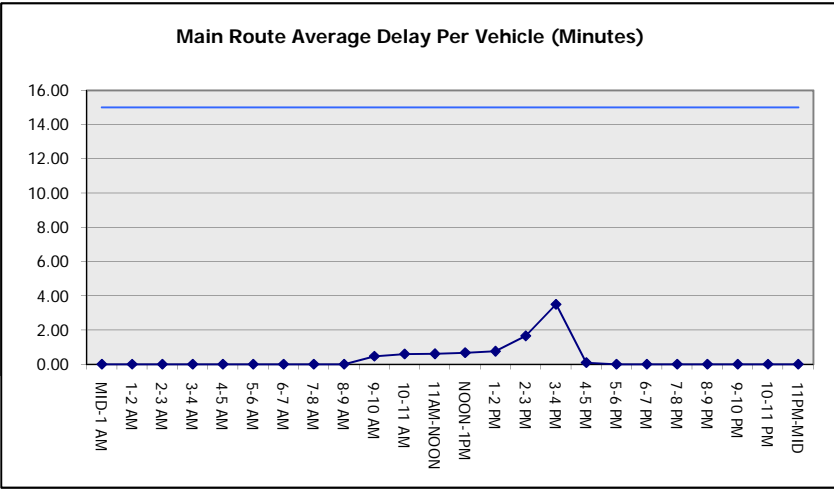
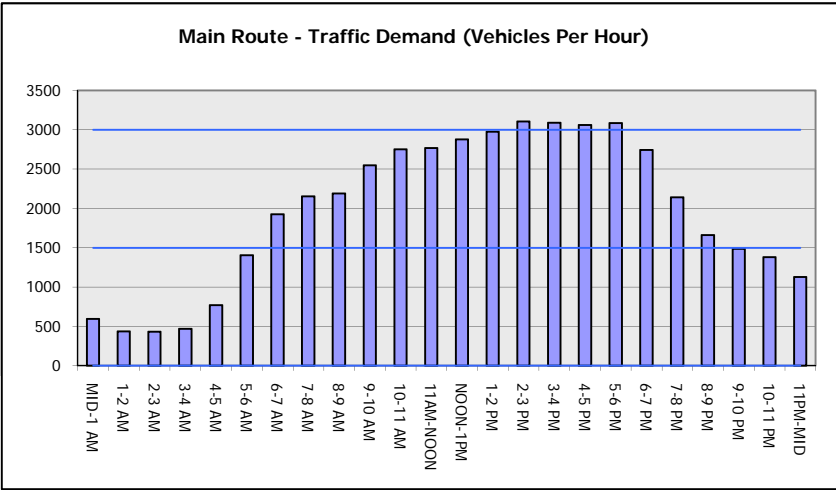
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|---|---------|
| MAIN ROUTE WITHOUT WORKS | 0.0818 |
| MAIN ROUTE WITH WORKS | 0.0805 |
| 'DIVERSION' | 0.0000 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$4,755 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



| | |
|---|--|
| IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 706 | 0.0 | OFF | 706 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 1-2 AM | 589 | 0.0 | OFF | 589 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 2-3 AM | 413 | 0.0 | OFF | 413 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 3-4 AM | 472 | 0.0 | OFF | 472 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 4-5 AM | 680 | 0.0 | OFF | 680 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 5-6 AM | 1283 | 0.0 | OFF | 1283 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 6-7 AM | 2024 | 0.0 | OFF | 2024 | 0 | 0.00 | 0 | 69.6 | 69.6 | 69.6 |
| 7-8 AM | 2313 | 0.0 | OFF | 2313 | 0 | 0.00 | 0 | 69.2 | 69.2 | 69.2 |
| 8-9 AM | 2119 | 0.0 | OFF | 2119 | 0 | 0.00 | 0 | 69.4 | 69.4 | 69.4 |
| 9-10 AM | 2357 | 0.0 | 3000 | 2357 | 0 | 0.35 | 0 | 69.1 | 66.7 | 49.7 |
| 10-11 AM | 2777 | 0.0 | 3000 | 2777 | 0 | 0.62 | 0 | 68.6 | 64.4 | 40.6 |
| 11AM-NOON | 2926 | 0.0 | 2999 | 2926 | 0 | 0.71 | 0 | 68.4 | 63.7 | 38.0 |
| NOON-1PM | 3068 | 0.0 | 2999 | 3068 | 0 | 1.13 | 20 | 68.2 | 61.0 | 36.9 |
| 1-2 PM | 3339 | 0.0 | 3000 | 3339 | 0 | 4.57 | 221 | 67.9 | 46.0 | 36.9 |
| 2-3 PM | 3575 | 0.0 | 3000 | 3378 | 197 | 12.43+ | 658 | 67.6 | 29.6 | 36.9 |
| 3-4 PM | 3607 | 0.0 | 2999 | 3000 | 607 | 15.20+ | 800 | 67.5 | 26.3 | 36.9 |
| 4-5 PM | 3503 | 0.0 | OFF | 3503 | 0 | 1.97 | 123 | 67.7 | 56.2 | 56.2 |
| 5-6 PM | 3582 | 0.0 | OFF | 3582 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 |
| 6-7 PM | 3440 | 0.0 | OFF | 3440 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| 7-8 PM | 3227 | 0.0 | OFF | 3227 | 0 | 0.00 | 0 | 68.0 | 68.0 | 68.0 |
| 8-9 PM | 2453 | 0.0 | OFF | 2453 | 0 | 0.00 | 0 | 69.0 | 69.0 | 69.0 |
| 9-10 PM | 1914 | 0.0 | OFF | 1914 | 0 | 0.00 | 0 | 69.7 | 69.7 | 69.7 |
| 10-11 PM | 1481 | 0.0 | OFF | 1481 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 11PM-MID | 1080 | 0.0 | OFF | 1080 | 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 | 0.0918 |
| MAIN ROUTE WITH WORKS | 0.0890 |
| 'DIVERSION' | 0.0032 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$24,579 |
| CONGESTED HOURS PER DAY* | 2 |

*Delays Exceeding User-Specified Maximum

**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)
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FRIDAY EASTBOUND DIRECTION

