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| <b>IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)</b><br><b>NIGHTTIME CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>AUGUST</b>                            |
|  | Analyzed for 2009<br>Construction Season |

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY 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    | 787                          | 0.0       | 3000           | 787        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 1-2 AM      | 552                          | 0.0       | 3000           | 552        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 2-3 AM      | 416                          | 0.0       | 3000           | 416        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 3-4 AM      | 387                          | 0.0       | 3000           | 387        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 4-5 AM      | 437                          | 0.0       | 3000           | 437        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 5-6 AM      | 621                          | 0.0       | 3000           | 621        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 6-7 AM      | 934                          | 0.0       | 3000           | 934        | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 7-8 AM      | 1367                         | 0.0       | 3000           | 1367       | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 8-9 AM      | 1915                         | 0.0       | OFF            | 1915       | 0           | 0.00                  | 0                     | 69.7              | 69.7           | 69.7 |
| 9-10 AM     | 2674                         | 0.0       | OFF            | 2674       | 0           | 0.00                  | 0                     | 68.7              | 68.7           | 68.7 |
| 10-11 AM    | 3209                         | 0.0       | OFF            | 3209       | 0           | 0.00                  | 0                     | 68.1              | 68.1           | 68.1 |
| 11AM-NOON   | 3320                         | 0.0       | OFF            | 3320       | 0           | 0.00                  | 0                     | 67.9              | 67.9           | 67.9 |
| NOON-1PM    | 3264                         | 0.0       | OFF            | 3264       | 0           | 0.00                  | 0                     | 68.0              | 68.0           | 68.0 |
| 1-2 PM      | 3165                         | 0.0       | OFF            | 3165       | 0           | 0.00                  | 0                     | 68.1              | 68.1           | 68.1 |
| 2-3 PM      | 3217                         | 0.0       | OFF            | 3217       | 0           | 0.00                  | 0                     | 68.1              | 68.1           | 68.1 |
| 3-4 PM      | 3099                         | 0.0       | OFF            | 3099       | 0           | 0.00                  | 0                     | 68.2              | 68.2           | 68.2 |
| 4-5 PM      | 2932                         | 0.0       | OFF            | 2932       | 0           | 0.00                  | 0                     | 68.4              | 68.4           | 68.4 |
| 5-6 PM      | 2692                         | 0.0       | OFF            | 2692       | 0           | 0.00                  | 0                     | 68.7              | 68.7           | 68.7 |
| 6-7 PM      | 2280                         | 0.0       | 3000           | 2280       | 0           | 0.35                  | 0                     | 69.2              | 66.8           | 49.7 |
| 7-8 PM      | 1918                         | 0.0       | 3000           | 1918       | 0           | 0.35                  | 0                     | 69.7              | 67.1           | 49.7 |
| 8-9 PM      | 1713                         | 0.0       | 3000           | 1713       | 0           | 0.36                  | 0                     | 69.9              | 67.3           | 49.7 |
| 9-10 PM     | 1750                         | 0.0       | 3000           | 1750       | 0           | 0.36                  | 0                     | 69.9              | 67.3           | 49.7 |
| 10-11 PM    | 1447                         | 0.0       | 3000           | 1447       | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |
| 11PM-MID    | 1052                         | 0.0       | 3000           | 1052       | 0           | 0.36                  | 0                     | 70.2              | 67.6           | 49.7 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

| *----- SITE BREAKDOWN DELAYS -----* |      |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS)           | 0    |
| RANGE OF QUEUE DELAY - MIN          | 0.0  |
| (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         | 0 |
| (VEH-H) MAX                        | 0 |
| AV BREAKDOWNS PER DAY              | 0 |
| AV QUEUE DELAY/DAY (VEH-H)         | 0 |
| AV TOTAL DELAY/DAY (VEH-H)         | 0 |

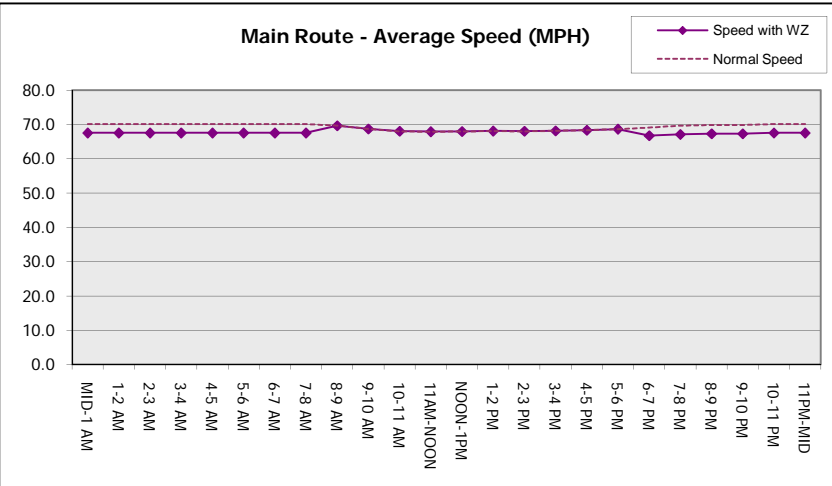
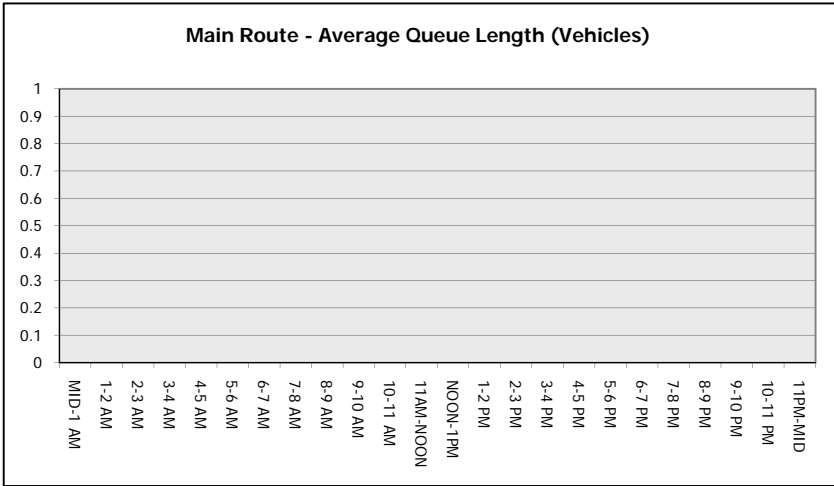
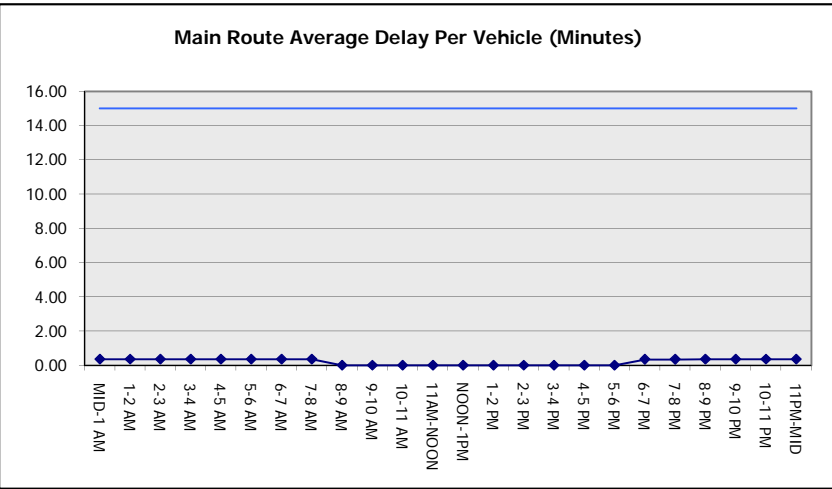
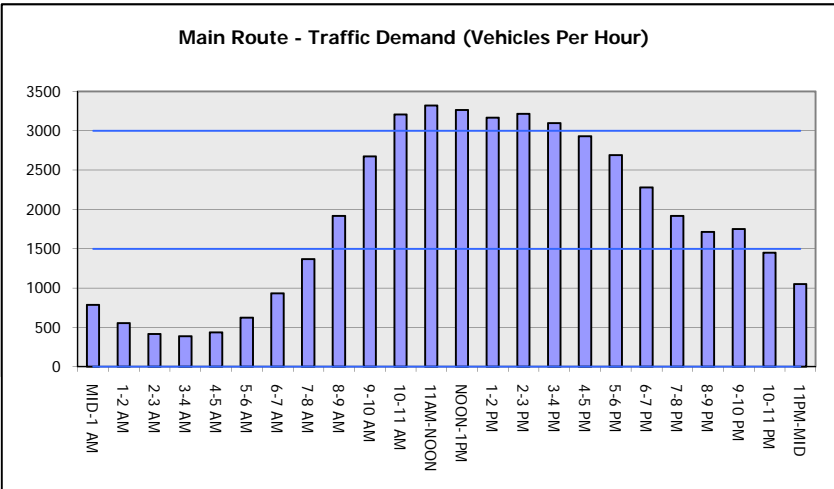
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) |         |
|------------------------------------|---------|
| MAIN ROUTE WITHOUT WORKS           | 0.0783  |
| MAIN ROUTE WITH WORKS              | 0.0773  |
| 'DIVERSION'                        | 0.0000  |
| PIA: Personal Injury Accidents     |         |
| IMPACTS ON ROAD USERS              |         |
| ROAD USER COSTS PER DAY            | \$1,258 |
| CONGESTED HOURS PER DAY*           | 0       |

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY WESTBOUND DIRECTION**



|  |  |
|--|--|
| <b>IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)<br/>NIGHTTIME CLOSURE<br/>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>AUGUST</b>                            |
|  | Analyzed for 2009<br>Construction Season |

|  |                     |
|--|---------------------|
| <b>SUMMARY OF TRAFFIC MODEL OUTPUT</b> |                     |
| SATURDAY                               | 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    | 700                          | 0.0       | 3000           | 700        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 1-2 AM      | 439                          | 0.0       | 3000           | 439        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 2-3 AM      | 384                          | 0.0       | 3000           | 384        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 3-4 AM      | 325                          | 0.0       | 3000           | 325        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 4-5 AM      | 413                          | 0.0       | 3000           | 413        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 5-6 AM      | 693                          | 0.0       | 3000           | 693        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 6-7 AM      | 1040                         | 0.0       | 3000           | 1040       | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 7-8 AM      | 1488                         | 0.0       | 3000           | 1488       | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 8-9 AM      | 2112                         | 0.0       | OFF            | 2112       | 0           | 0.00                  | 0                   | 69.4                  | 69.4           | 69.4 |
| 9-10 AM     | 2563                         | 0.0       | OFF            | 2563       | 0           | 0.00                  | 0                   | 68.9                  | 68.9           | 68.9 |
| 10-11 AM    | 2842                         | 0.0       | OFF            | 2842       | 0           | 0.00                  | 0                   | 68.5                  | 68.5           | 68.5 |
| 11AM-NOON   | 3104                         | 0.0       | OFF            | 3104       | 0           | 0.00                  | 0                   | 68.2                  | 68.2           | 68.2 |
| NOON-1PM    | 3330                         | 0.0       | OFF            | 3330       | 0           | 0.00                  | 0                   | 67.9                  | 67.9           | 67.9 |
| 1-2 PM      | 3229                         | 0.0       | OFF            | 3229       | 0           | 0.00                  | 0                   | 68.0                  | 68.0           | 68.0 |
| 2-3 PM      | 3108                         | 0.0       | OFF            | 3108       | 0           | 0.00                  | 0                   | 68.2                  | 68.2           | 68.2 |
| 3-4 PM      | 3075                         | 0.0       | OFF            | 3075       | 0           | 0.00                  | 0                   | 68.2                  | 68.2           | 68.2 |
| 4-5 PM      | 3110                         | 0.0       | OFF            | 3110       | 0           | 0.00                  | 0                   | 68.2                  | 68.2           | 68.2 |
| 5-6 PM      | 2718                         | 0.0       | OFF            | 2718       | 0           | 0.00                  | 0                   | 68.7                  | 68.7           | 68.7 |
| 6-7 PM      | 2339                         | 0.0       | 3000           | 2339       | 0           | 0.35                  | 0                   | 69.1                  | 66.7           | 49.7 |
| 7-8 PM      | 2178                         | 0.0       | 3000           | 2178       | 0           | 0.35                  | 0                   | 69.3                  | 66.9           | 49.7 |
| 8-9 PM      | 1781                         | 0.0       | 3000           | 1781       | 0           | 0.35                  | 0                   | 69.8                  | 67.3           | 49.7 |
| 9-10 PM     | 1699                         | 0.0       | 3000           | 1699       | 0           | 0.36                  | 0                   | 69.9                  | 67.4           | 49.7 |
| 10-11 PM    | 1449                         | 0.0       | 3000           | 1449       | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |
| 11PM-MID    | 992                          | 0.0       | 3000           | 992        | 0           | 0.36                  | 0                   | 70.2                  | 67.6           | 49.7 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

|  |      |
|--|------|
| <b>*----- SITE BREAKDOWN DELAYS -----*</b> |      |
| 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  |

|   |   |
|---|---|
| <b>*----- SITE ACCIDENT DELAYS -----*</b> |   |
| 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 |

|   |        |
|---|--------|
| <b>AVERAGE ACCIDENT NUMBERS (PIA/DAY)</b> |        |
| MAIN ROUTE WITHOUT WORKS                  | 0.0782 |
| MAIN ROUTE WITH WORKS                     | 0.0772 |
| 'DIVERSION'                               | 0.0000 |

PIA: Personal Injury Accidents

|                                      |         |
|--------------------------------------|---------|
| <b>ECONOMIC IMPACT ON ROAD USERS</b> |         |
| ROAD USER COSTS PER DAY              | \$1,274 |
| CONGESTED HOURS PER DAY*             | 0       |

\*Delays Exceeding User-Specified Maximum

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**NIGHTTIME CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY EASTBOUND DIRECTION**

